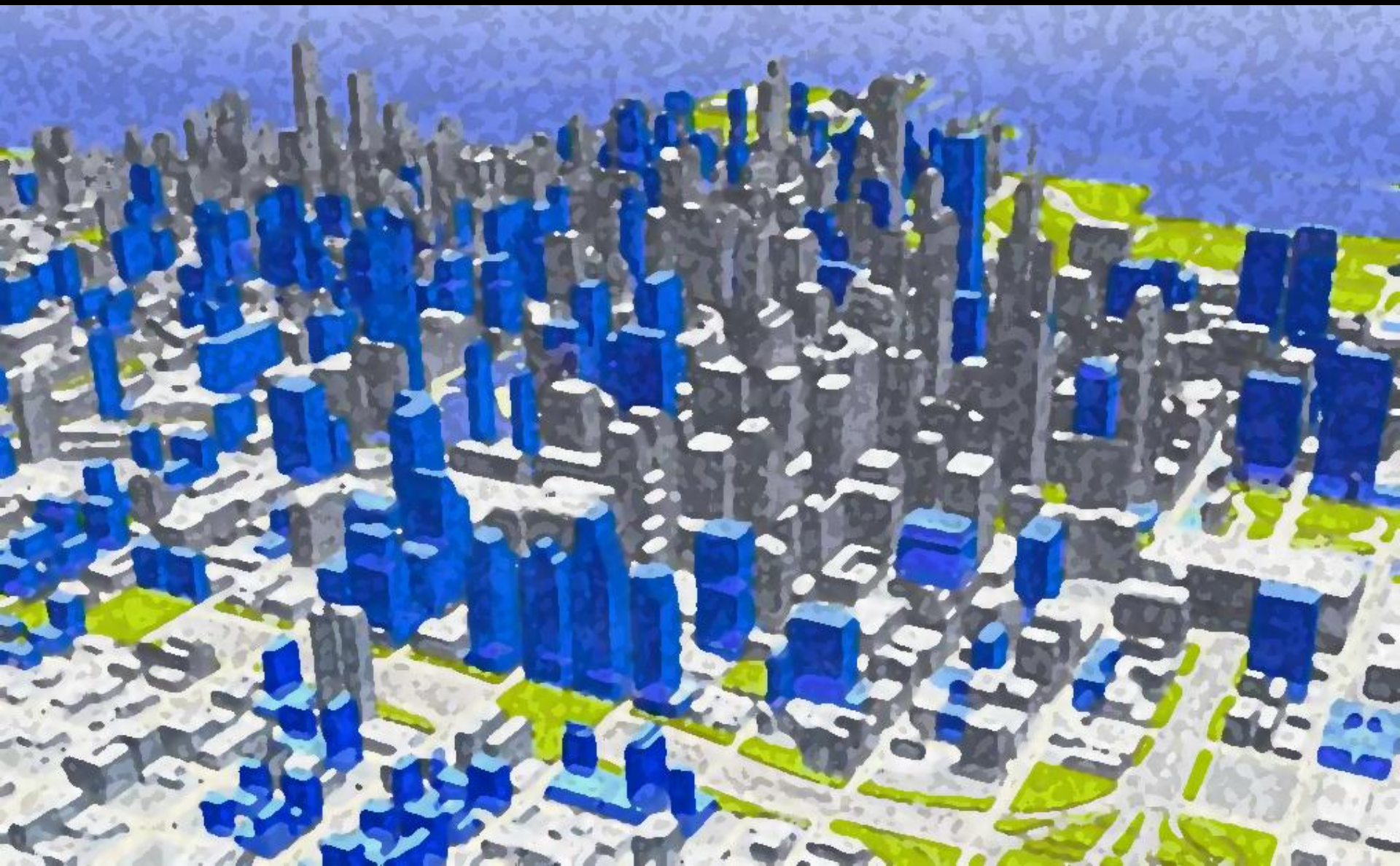




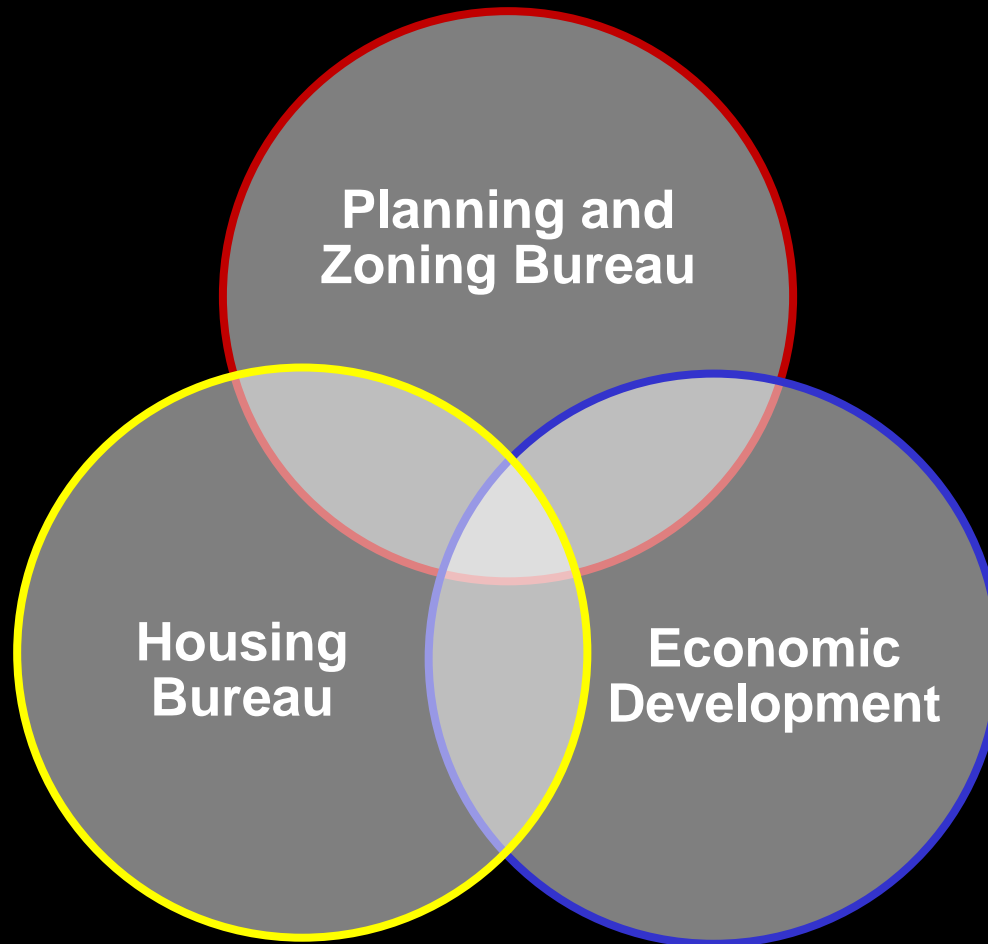
- **Chicago retos presentes y futuros**



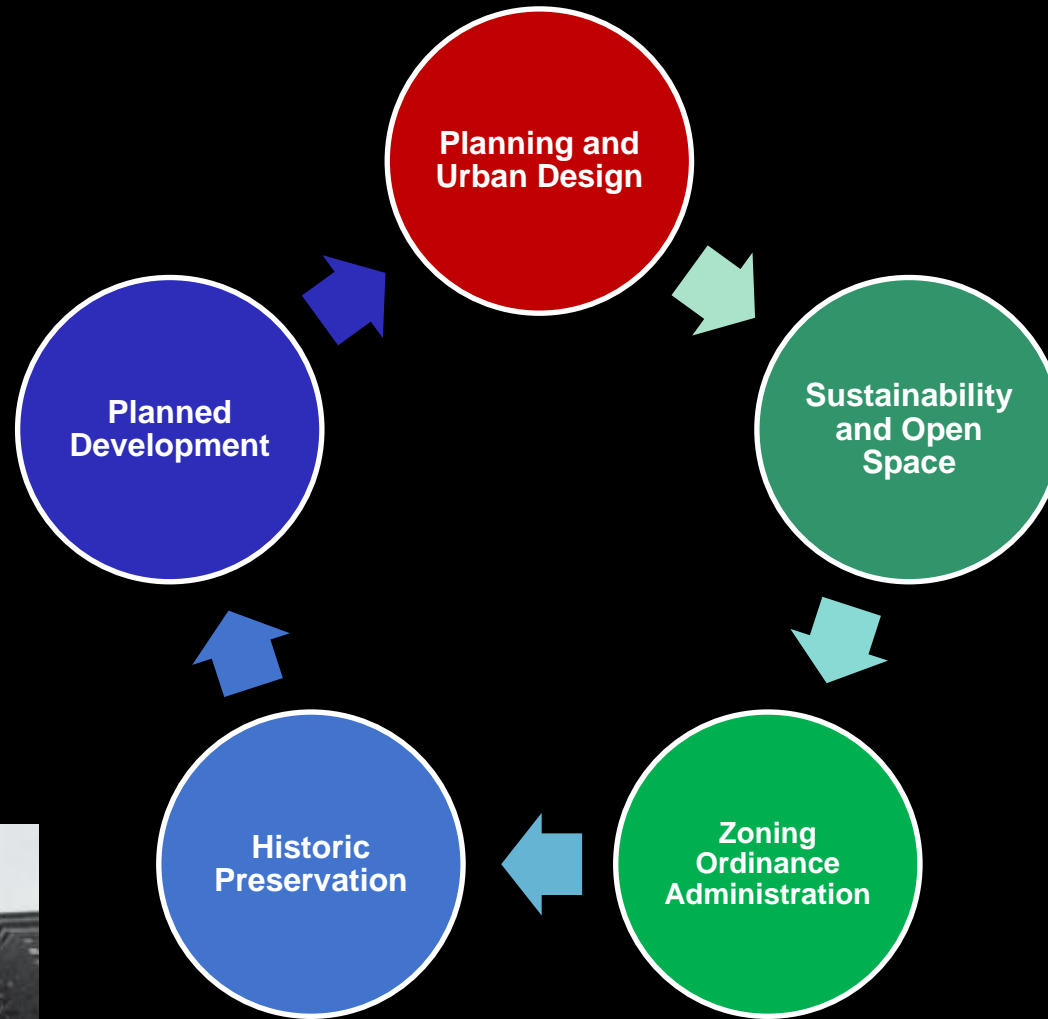


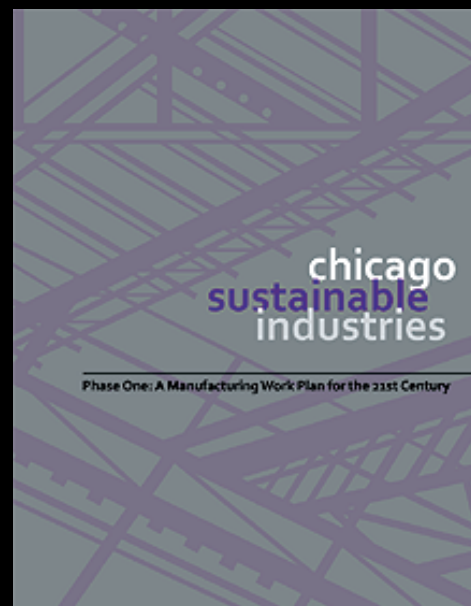
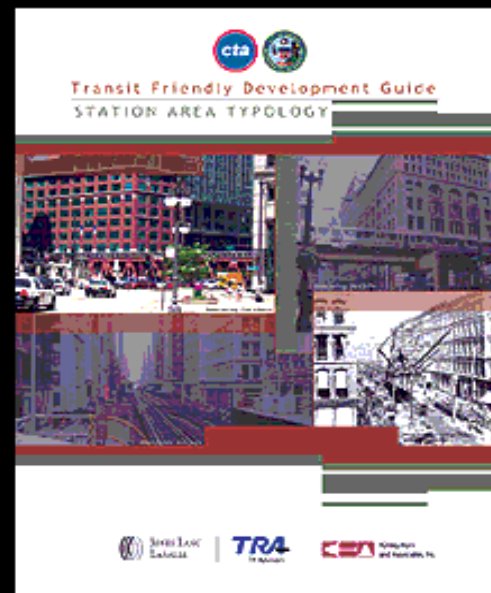
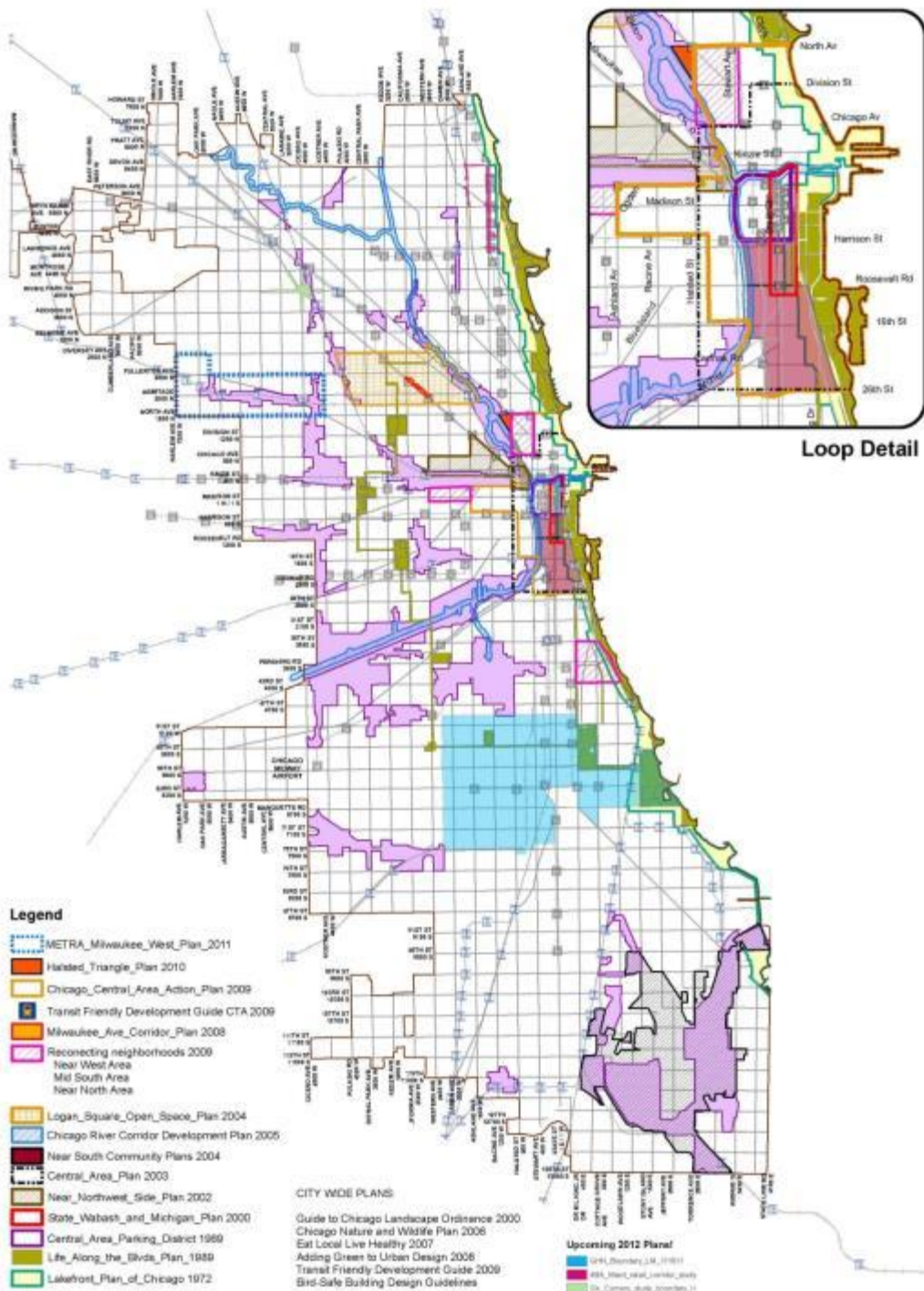
■ PLANIFICACIÓN Y DISEÑO URBANO





Bureau of Planning and Zoning



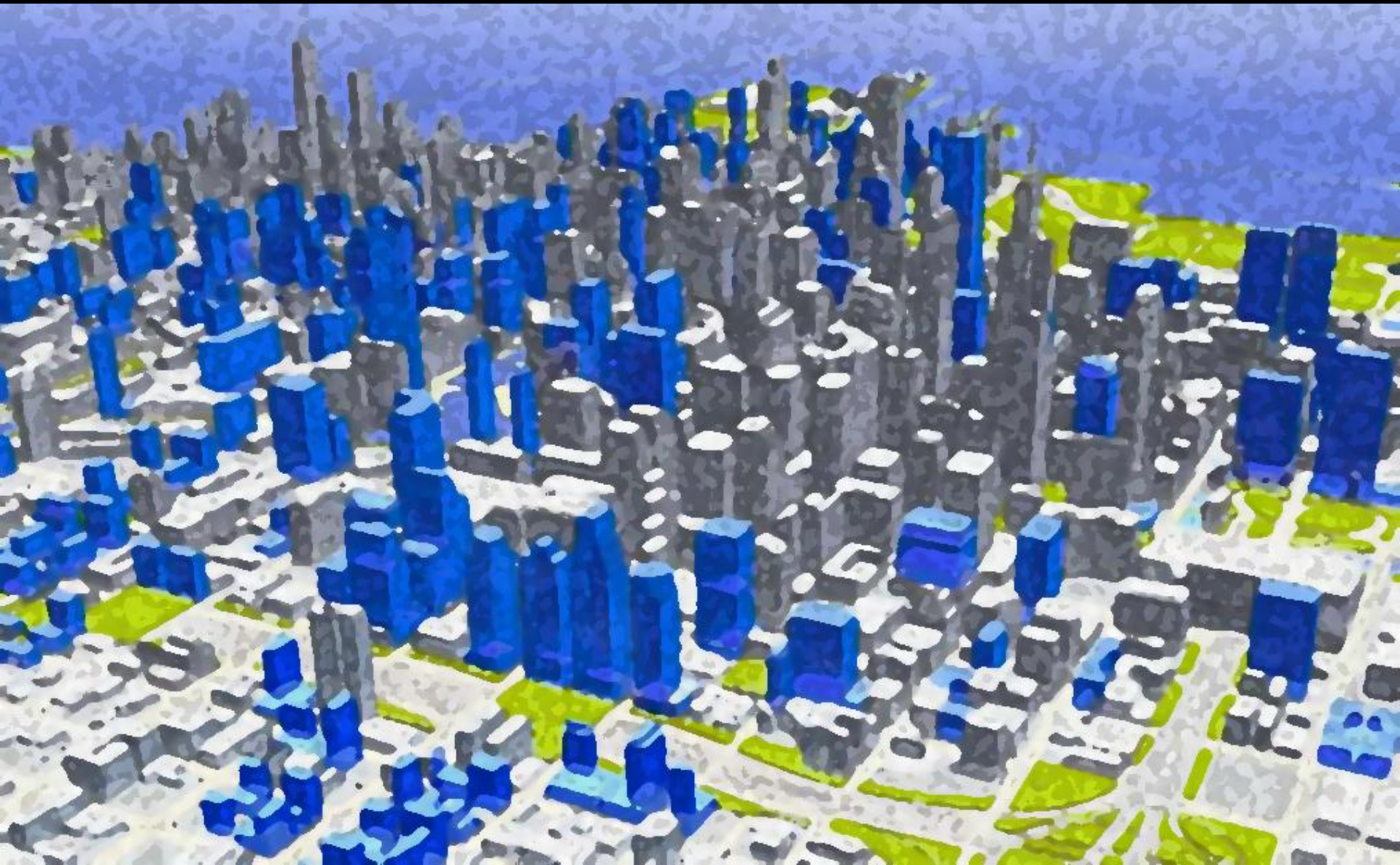


Planning and Urban Design Division



■ **Wolf Point**
■ 316 North Orleans Street





■ **BACKGROUND**

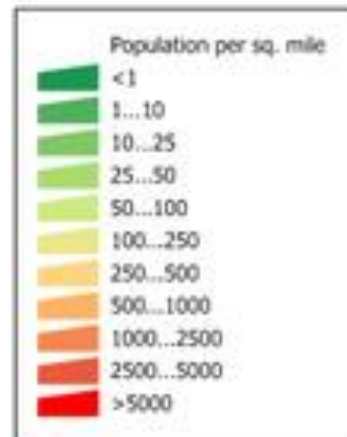
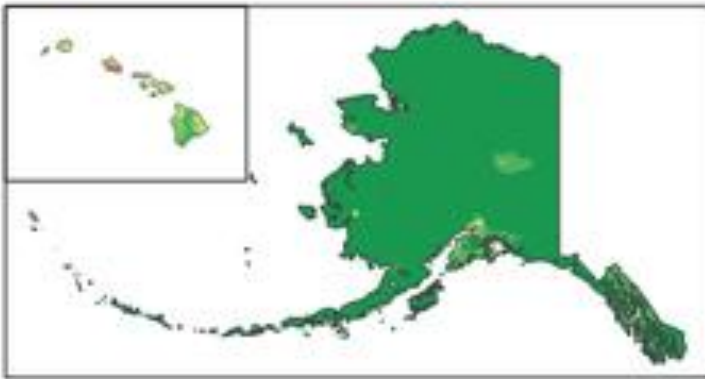
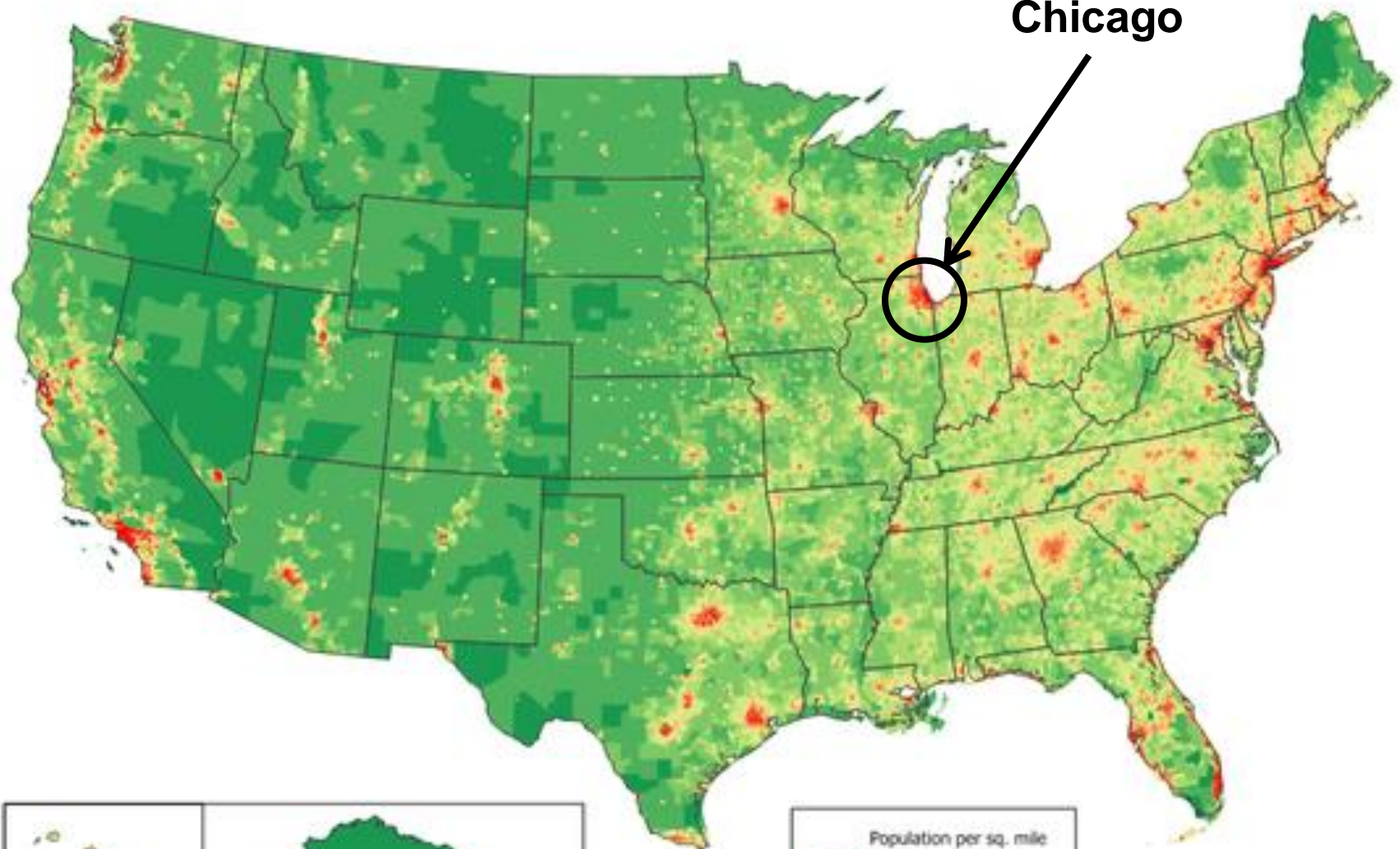


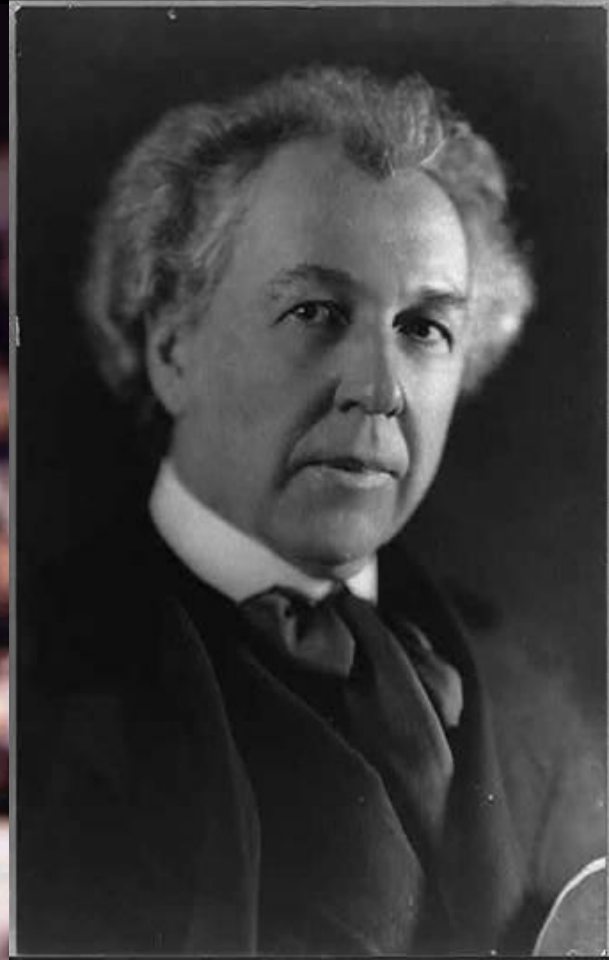


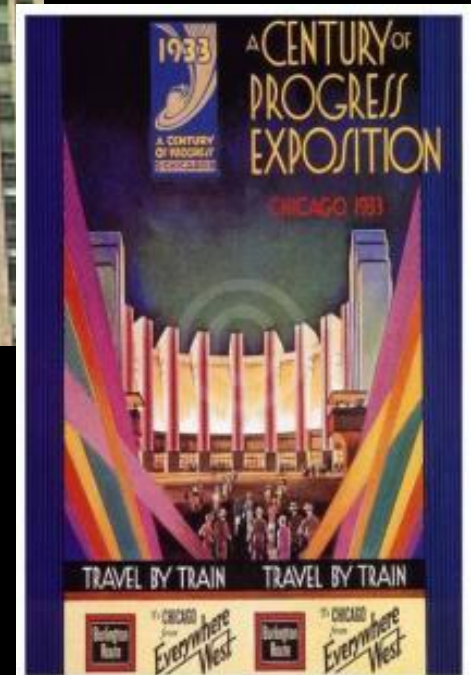
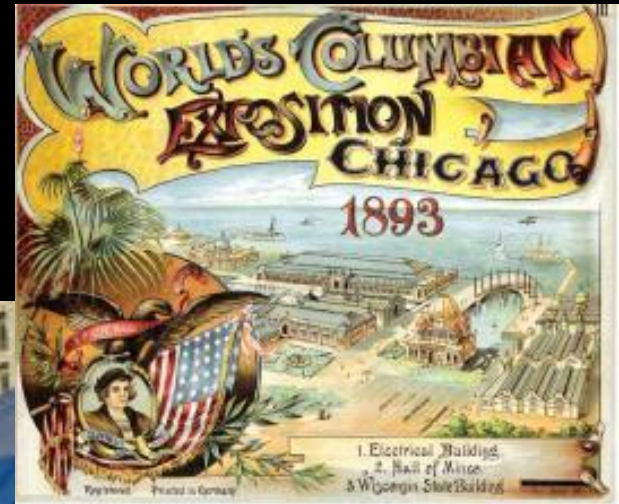
Chicago



Chicago



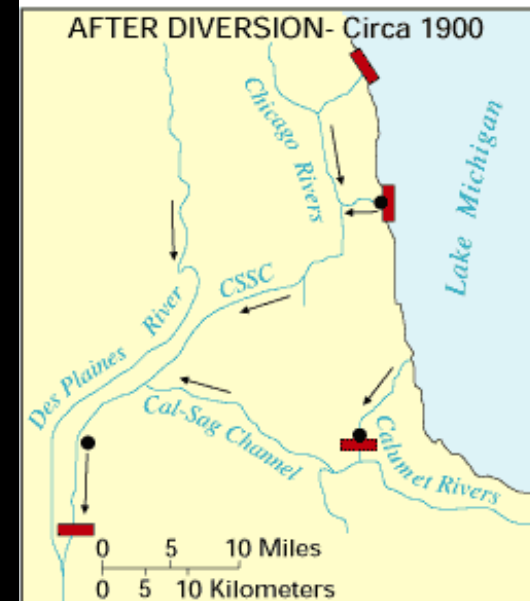




1887-1922



■ El día de hoy

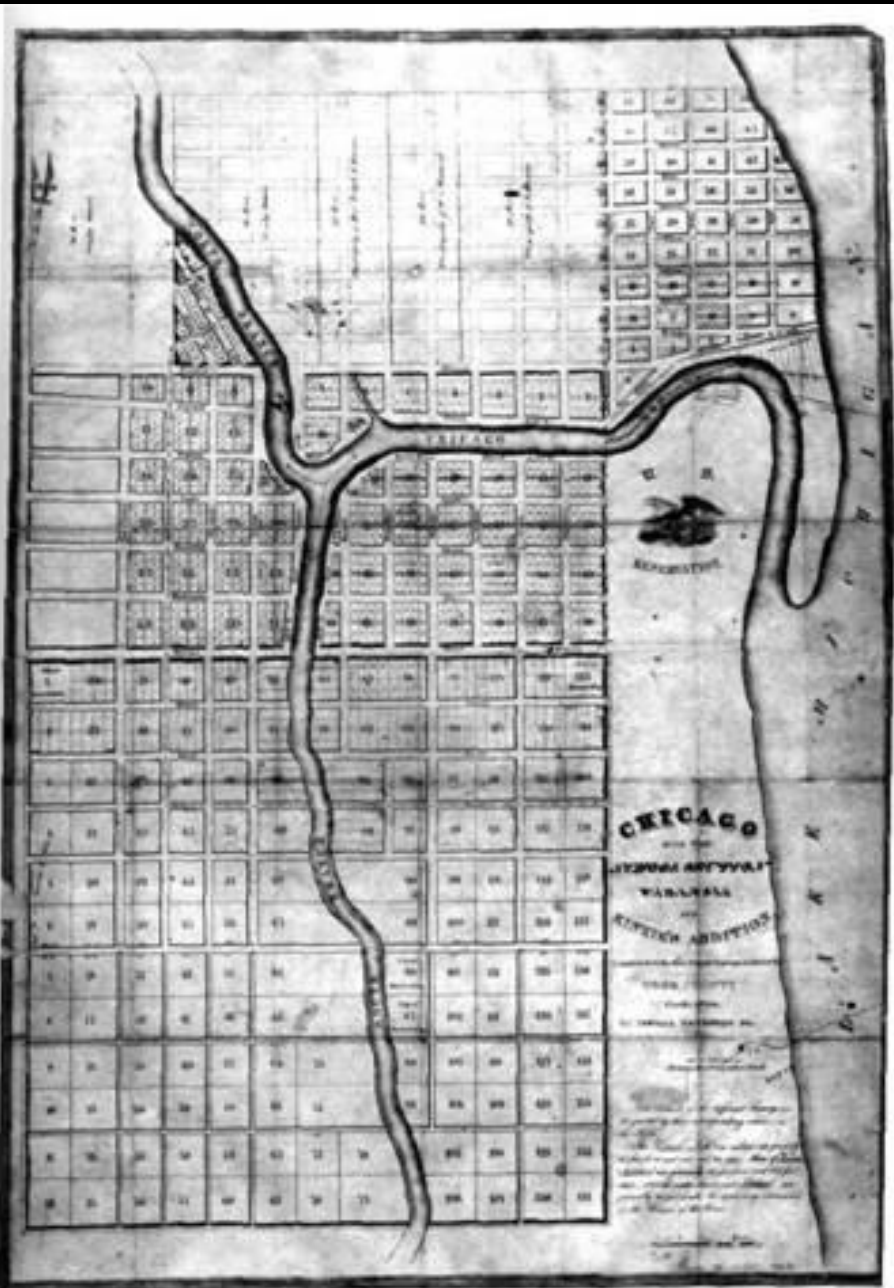


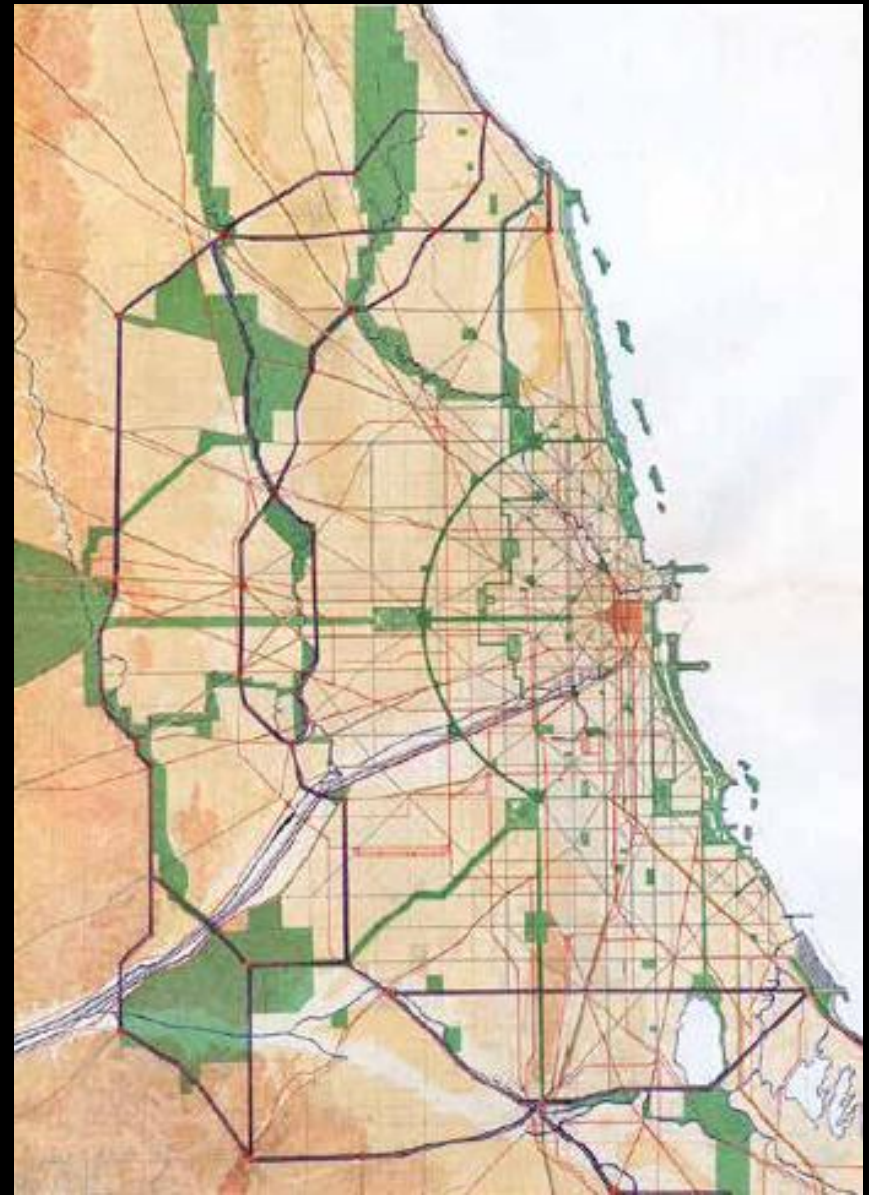
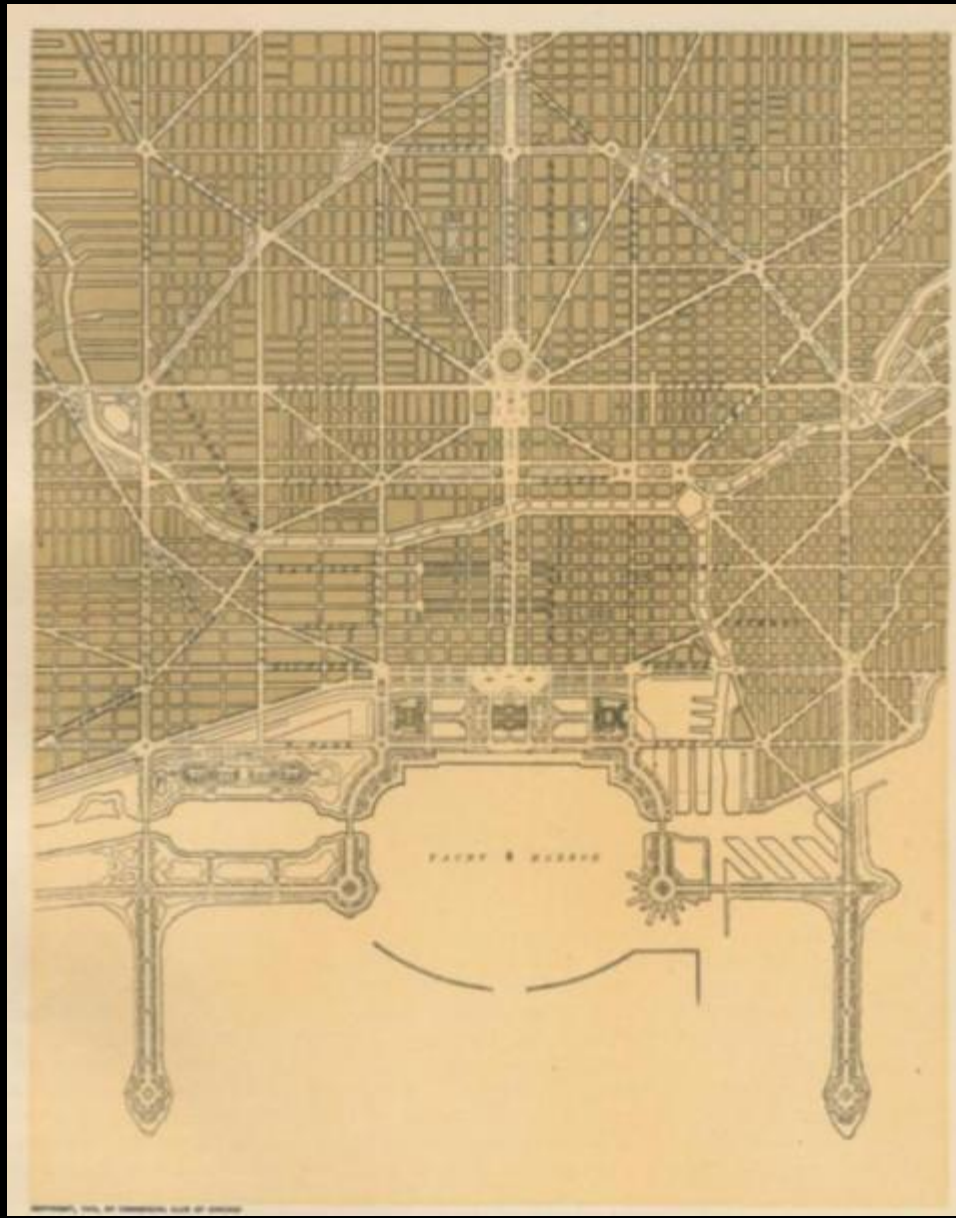
EXPLANATION

- ← Direction of Flow
- Control structure
- Acoustic velocity meter

Traza urbana & cuadra

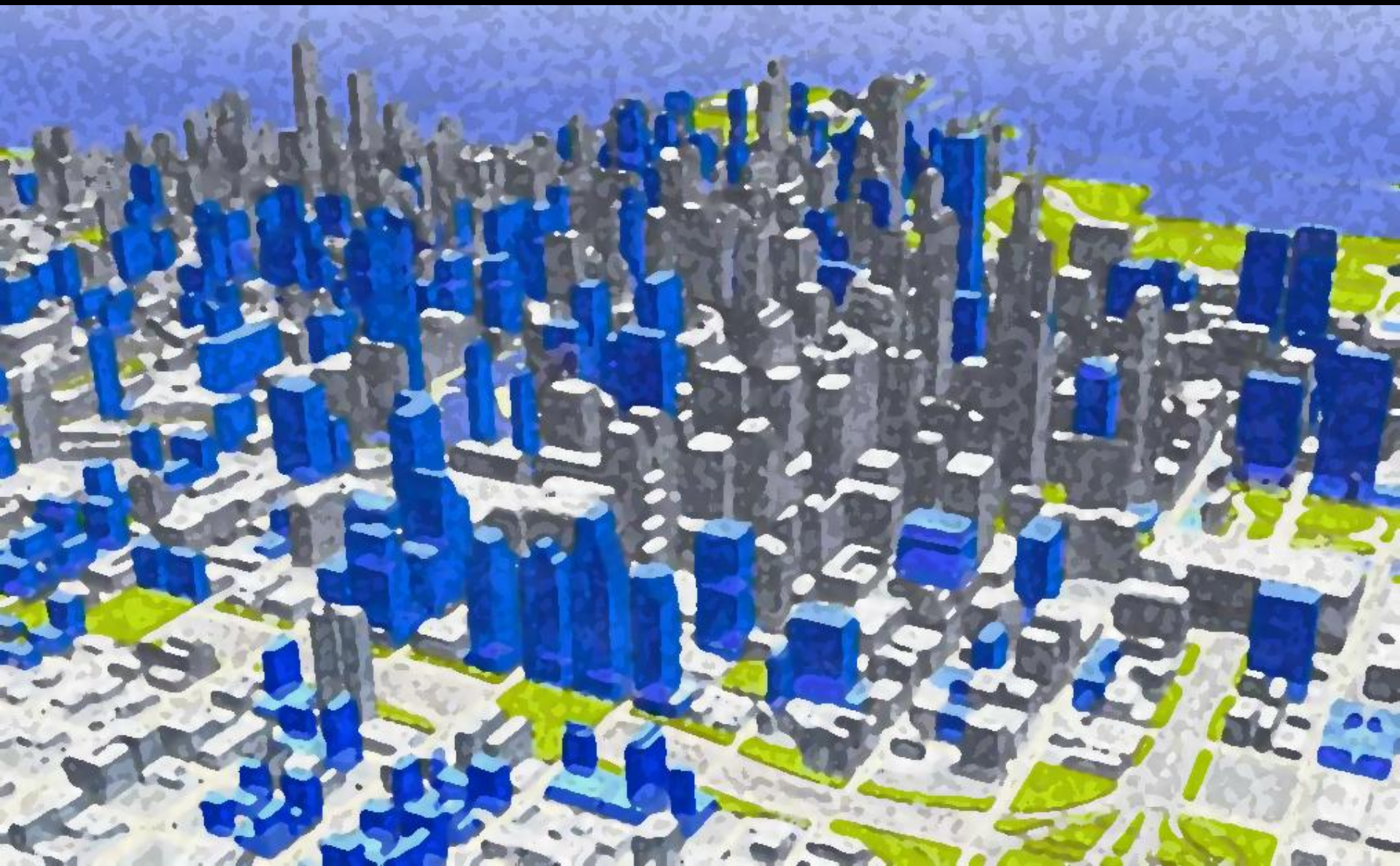
- La retícula
- Distribución de cuadras y parcelas





- **Plan de Chicago: Daniel Burnham 1909**

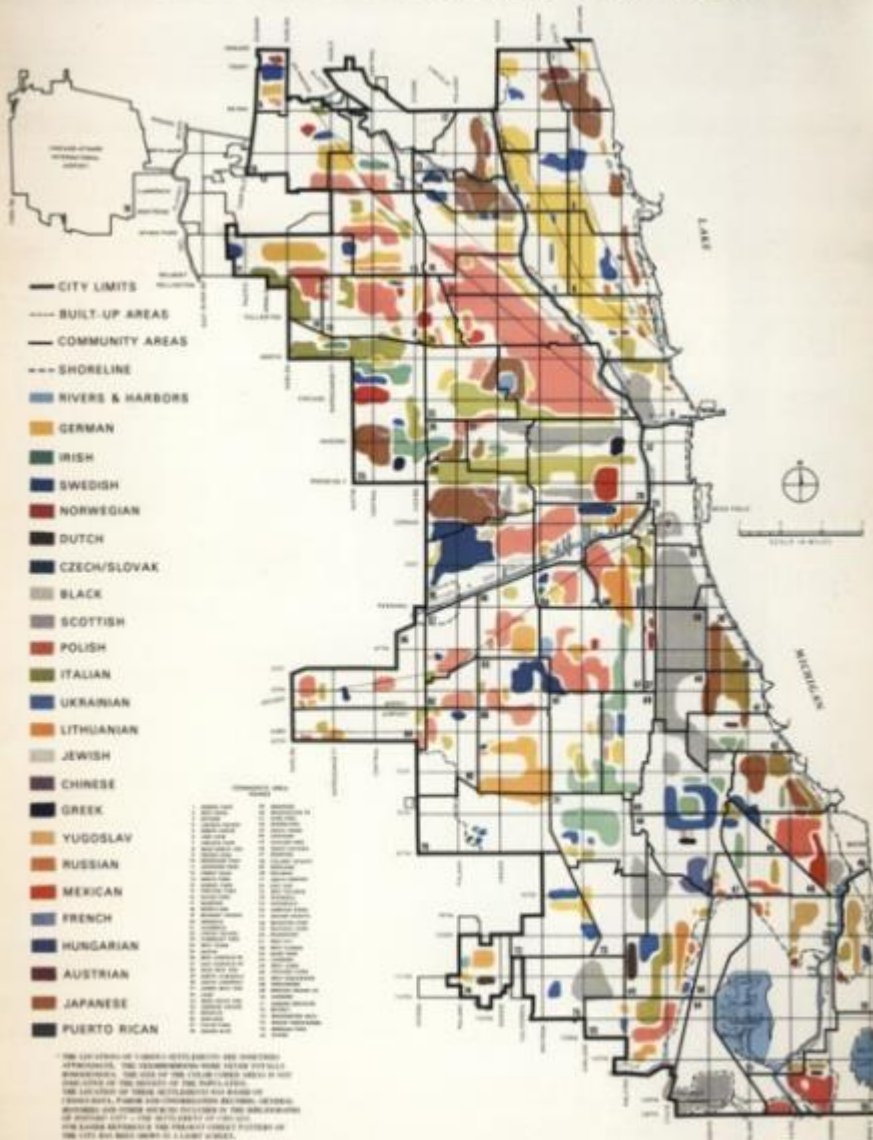




■ POBLACIÓN Y TRABAJO



COMMUNITY SETTLEMENT MAP FOR 1950



A TAXONOMY OF TRANSITIONS

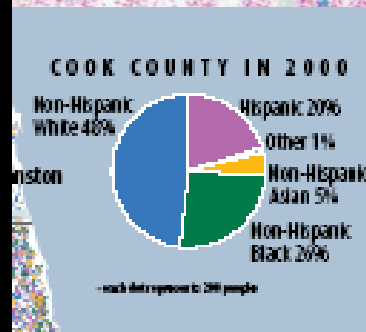
racial / ethnic
self-identification
in chicago
in the year 2000

white ■
black ■
asian ■
hispanic ■
other ■

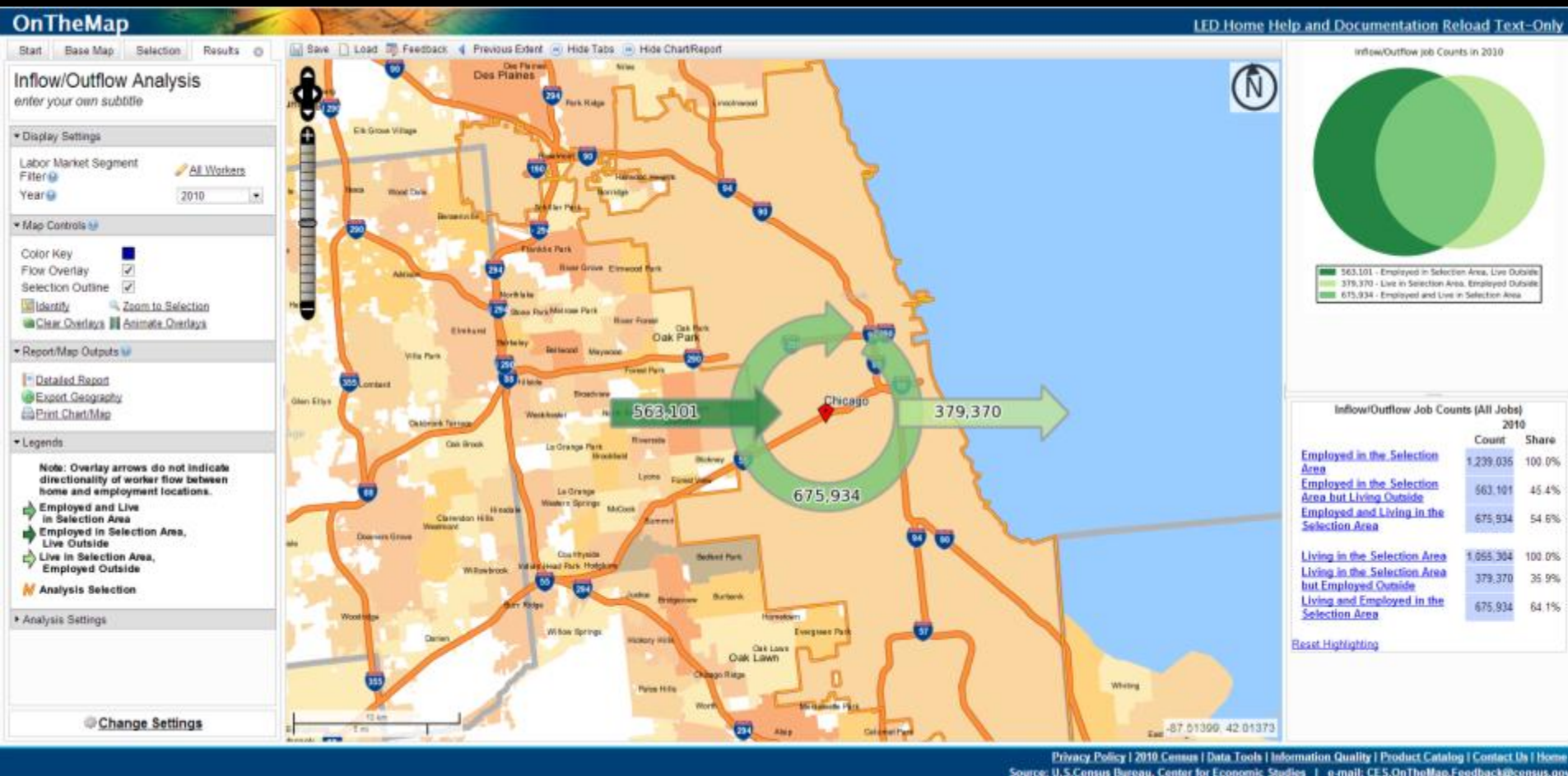
the black lines show
chicago's official
community areas.

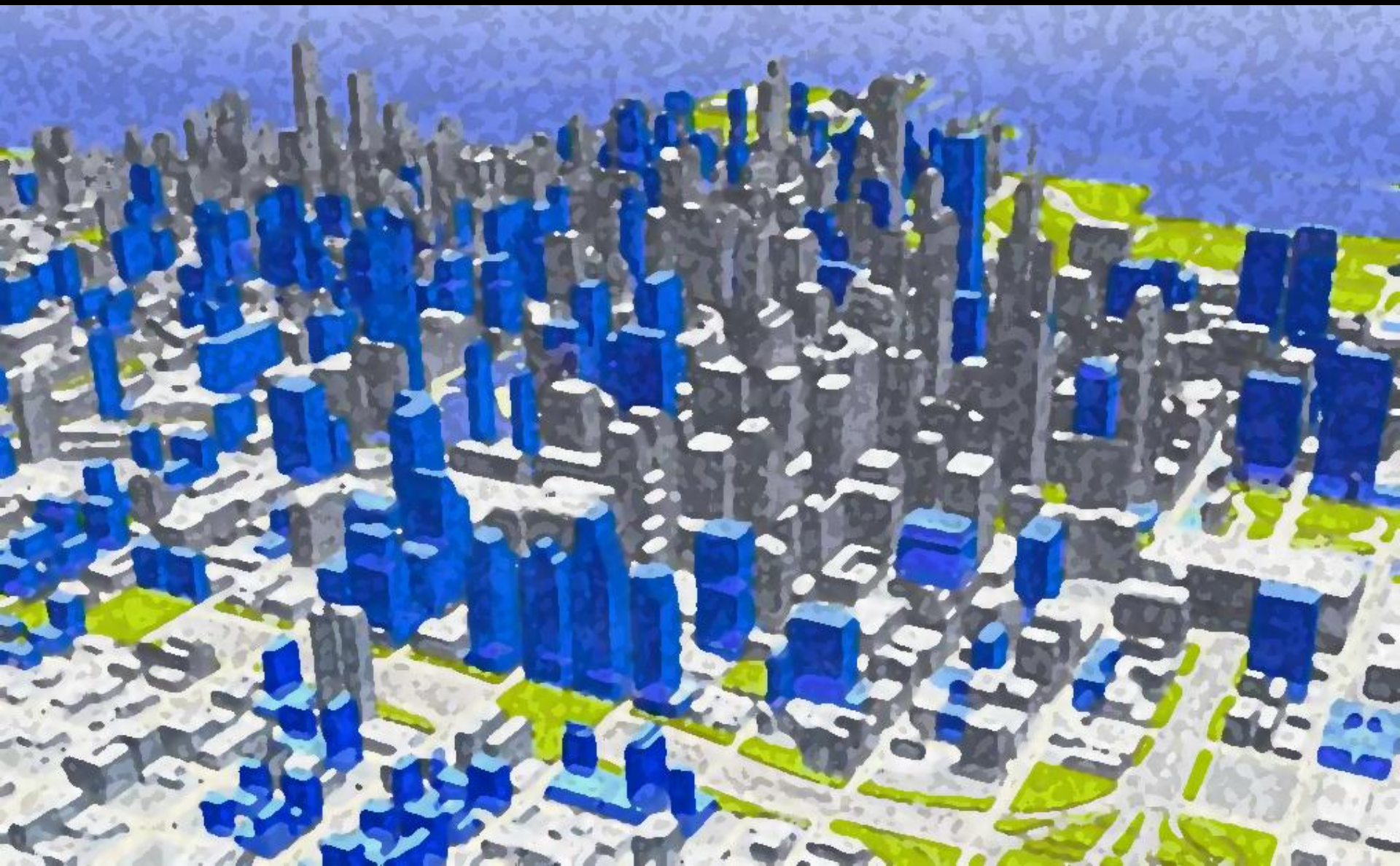
each dot represents
twenty-five people.
here, hispanic is
exclusive of other
categories.

block-level data
from the U.S. census
scale 1:200,000



Flujo de empleos dentro y fuera de la ciudad (2010)

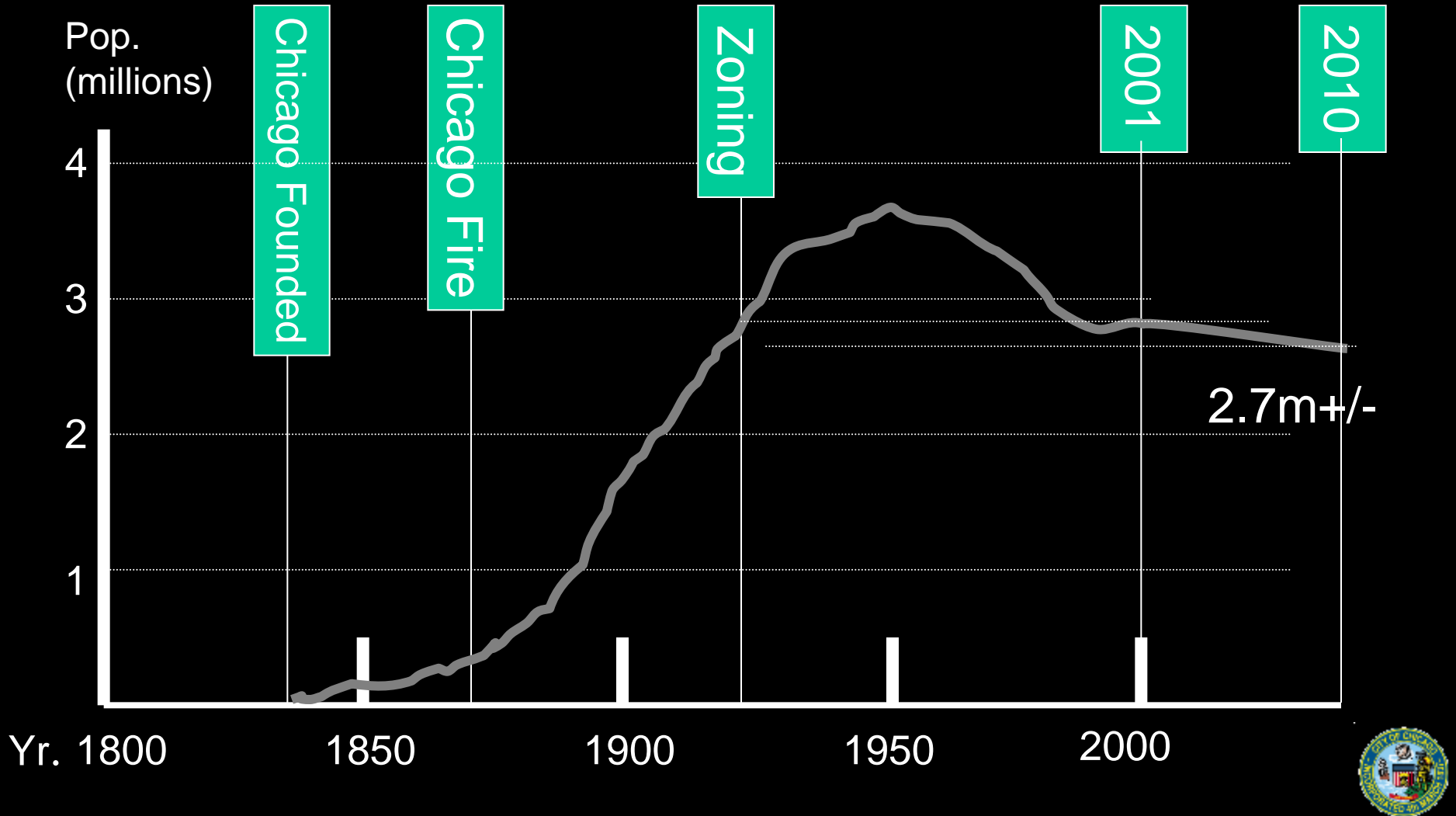




■ **ZONIFICACIÓN**



Historia del desarrollo urbano





Alturas Máximas en el centro de la ciudad

- 1893 limit at 130 Ft.
- 1902 limit at 260 Ft.
- 1911 limit at 200 Ft.
- 1923 towers permitted





1911 – La creación del código de construcción de Chicago

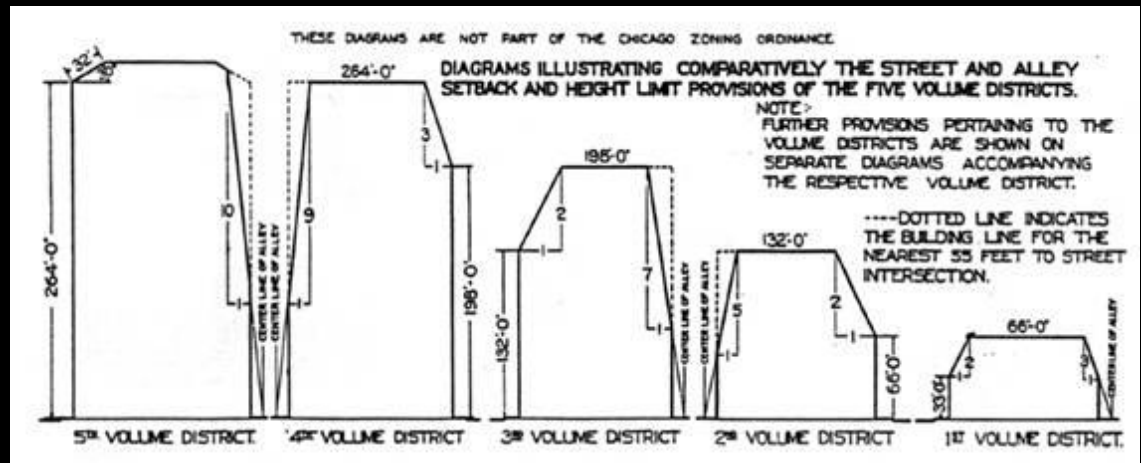
- Uso del Área Mínima de Lote (MLA) para la creación de edificios multi-familiares(75-90% de la parcela)



Inovaciones de 1923



- Sistema de volúmenes (5 para toda la ciudad)
- Separación de mapas de uso y volumétricos
- Se permite la construcción de torres (no más de 25% del área de lote)



Reforma de Zonificación (2002-04)



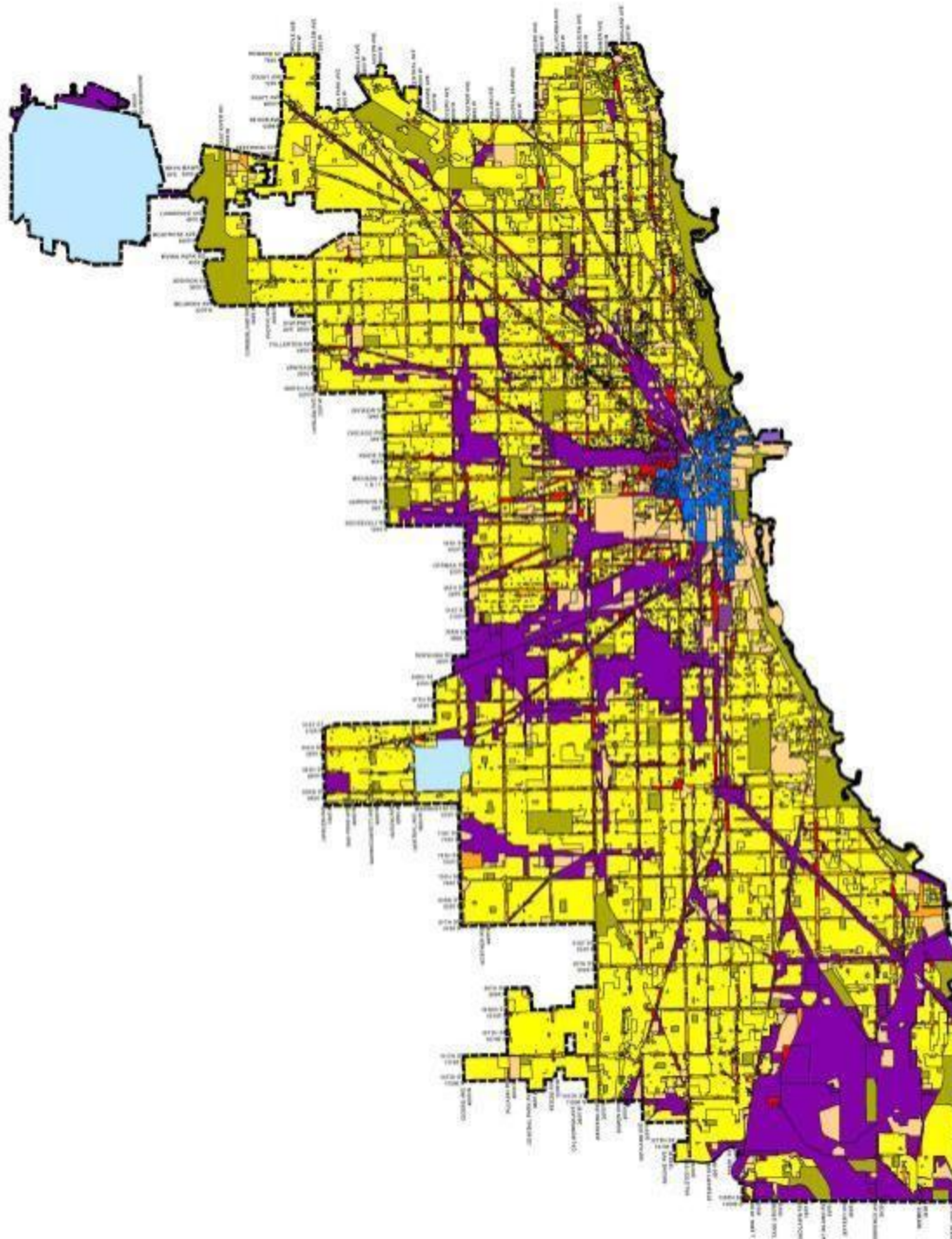
- Código de zonificación de 1957 no solucionaba los problemas actuales de la ciudad
- ¡El porcentaje de la ciudad destinado a distritos B y C excedía a la demanda del mercado!!





Zonificación Existente

- 52% residencial
- 18% industrial
- 12% aeropuertos, centro, transporte y cuerpos de agua
- 11% comercial & negocios
- 7% parques y espacios públicos



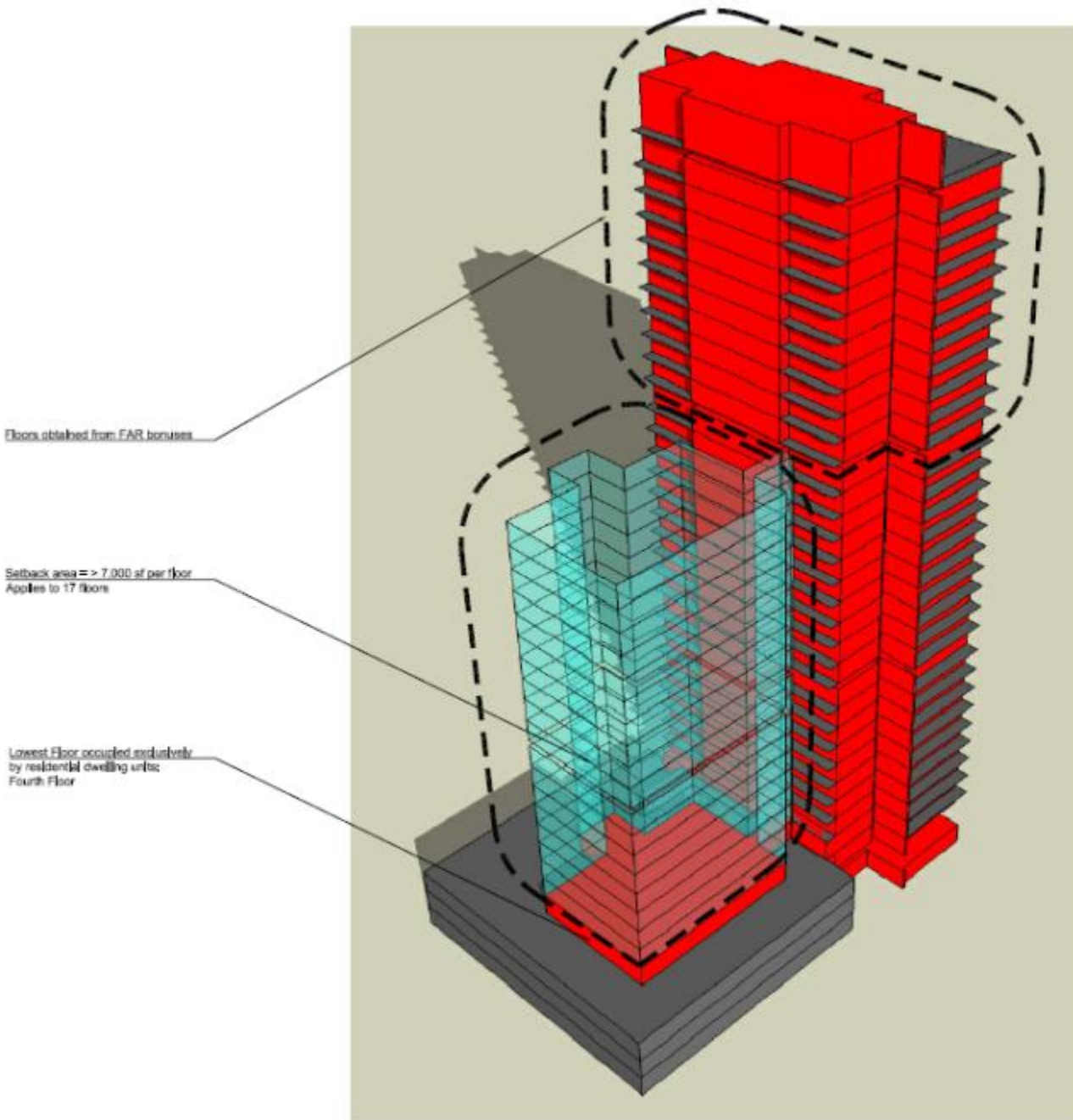


The image is an aerial photograph of a city center, specifically San Marcos, California, as indicated by the seal in the bottom right. The city's urban layout is overlaid with various colored polygons representing different zoning districts. A large, central area is colored red, representing the Downtown Core (DC). Surrounding this core are several other districts: purple for Downtown Mixed-Use (DX), blue for Downtown Residential (DR), and green for Downtown Service (DS). The colors are used to delineate the boundaries and types of land use planned for different parts of the city center. The map shows a mix of residential, commercial, and service areas, with the red core being the most densely developed.

Zonificación del Centro

- DC, Downtown Core
- DX, Downtown Mixed-Use
- DR, Downtown Residential
- DS, Downtown Service





FAR ANALYSIS

Proposed Zoning	DX-7
Net Site Area	27,709 sf
Maximum Allowable FAR	7.0 FAR
Allowable FAR Area	193,963 sf

Affordable housing Bonus + Adopt-a-landmark Bonus:	2.15 FAR
Upper Level Setback Bonus:	1.00 FAR

Total FAR with Bonuses	10.15 FAR
Maximum FAR Area	281,246 sf

Upper-Level Setback Analysis

Bonus FAR	$(0.3 \times \text{sum of setback areas on each floor}) / \text{lot area}$
	$(0.3 \times 17 \text{ floors} \times 7,000 \text{ sf}) / 27,709 \text{ sf}$
	$> 1.0 \text{ FAR}$



Department of Planning and Development Building Green/Green Roof Matrix

Department of Planning and Development
Doreen M. Gaudin, Commissioner

Public Assistance

No Public Assistance

Project Type	Public Assistance		No Public Assistance	
	(RFP/Negotiated Sale w/ Land Write Down) (TIF)	(Empowerment Zone Grants) (DOH)	(Industrial Dev. Rev. Bonds) (Bank Participation Loans) (Class L)	(Enterprise Zone Fac. Bonds) (SBIF) (Class 6b)
Residential				
Market Rate SF, TH, Multi-unit (< 4 units)	Energy Star Certification <u>or</u> LEED Certified Building			
Market Rate (≥ 4 units)	50% Green Roof <u>and</u> Energy Star Certification <u>or</u> LEED Certified Building*		50% Green Roof <u>and</u> Energy Star Certification*	25% Green Roof*
> 20% Affordable Units or CPAN	DOH Green Criteria			
Institutional				
Hospitals	50% Green Roof <u>or</u> 25% Green Roof <u>and</u> LEED Certified Building*		25% Green Roof <u>or</u> 10% Green Roof <u>and</u> LEED Certified Building*	25% Green Roof <u>or</u> 10% Green Roof <u>and</u> LEED Certified Building*
Community Centers and Schools**				25% Green Roof <u>or</u> 10% Green Roof <u>and</u> LEED Certified Building*
Industrial	10% Green Roof <u>or</u> Energy Star Roof <u>and</u> LEED Certified Building*		10% Green Roof <u>or</u> Energy Star Roof*	
Commercial				
Retail over 10,000 square feet (footprint)***	75% Green Roof <u>or</u> 50% Green Roof <u>and</u> LEED Certified Building*		50% Green Roof <u>or</u> 25% Green Roof <u>and</u> LEED Certified Building*	50% Green Roof*
Retail under 10,000 square feet (footprint)	25% Green Roof <u>or</u> LEED Certified Building*		Energy Star Roof	Energy Star Roof
Office over 80 feet	100% Green Roof		75% Green Roof*	50% Green Roof*
Office under 80 feet	50% Green Roof <u>or</u> Energy Star Roof <u>and</u> LEED Certified Building*		Energy Star Roof	

NOTE: All projects being reviewed by the Department of Planning and Development are encouraged to use storm water best management practices, LEED and Energy Star building standards and residential green building standards where applicable.

A 50% green roof and LEED certification will be required for all public projects except Community Centers and Schools. LEED certification plus a 10% green roof or a 25% green roof will be required for Public Community Centers and Schools. Community Centers and Schools will also focus on indoor air quality and daylighting.

* Remainder of roof must meet Energy Star level for reflectivity.

** Church buildings serving multiple purposes will be considered a community center.

*** Run-off coefficient value reduction will be required for big-box retail projects over 100,000 square feet.

Legend

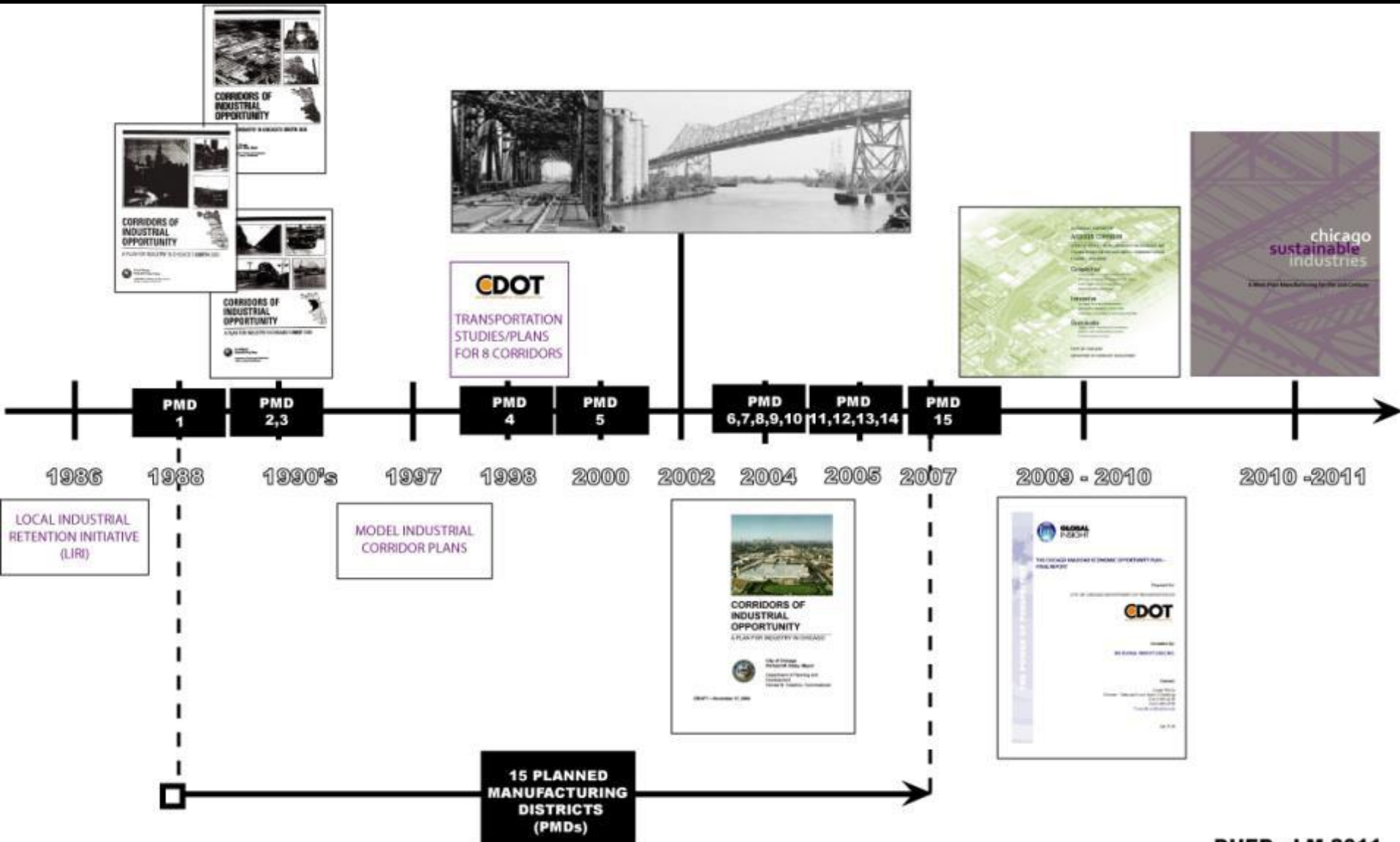
SF = Single Family
TH = Townhouses
RFP = Request for Proposals
TIF = Tax Increment Financing
SBIF = Small Business Improvement Fund
DOH = Department of Housing
CPAN = Chicago Partnership for Affordable Neighborhoods



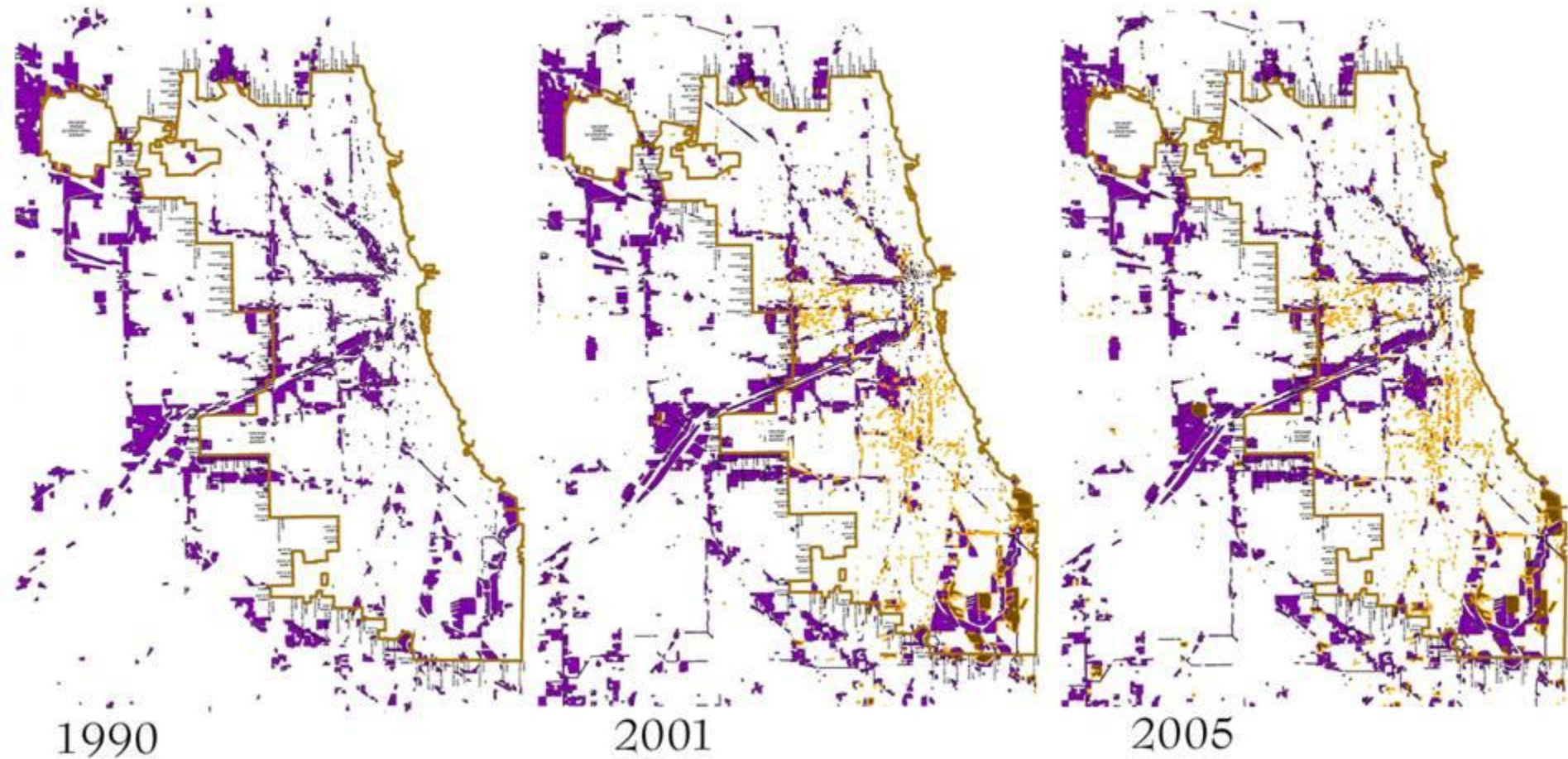
LEED
LEADERSHIP IN ENERGY & ENVIRONMENTAL DESIGN

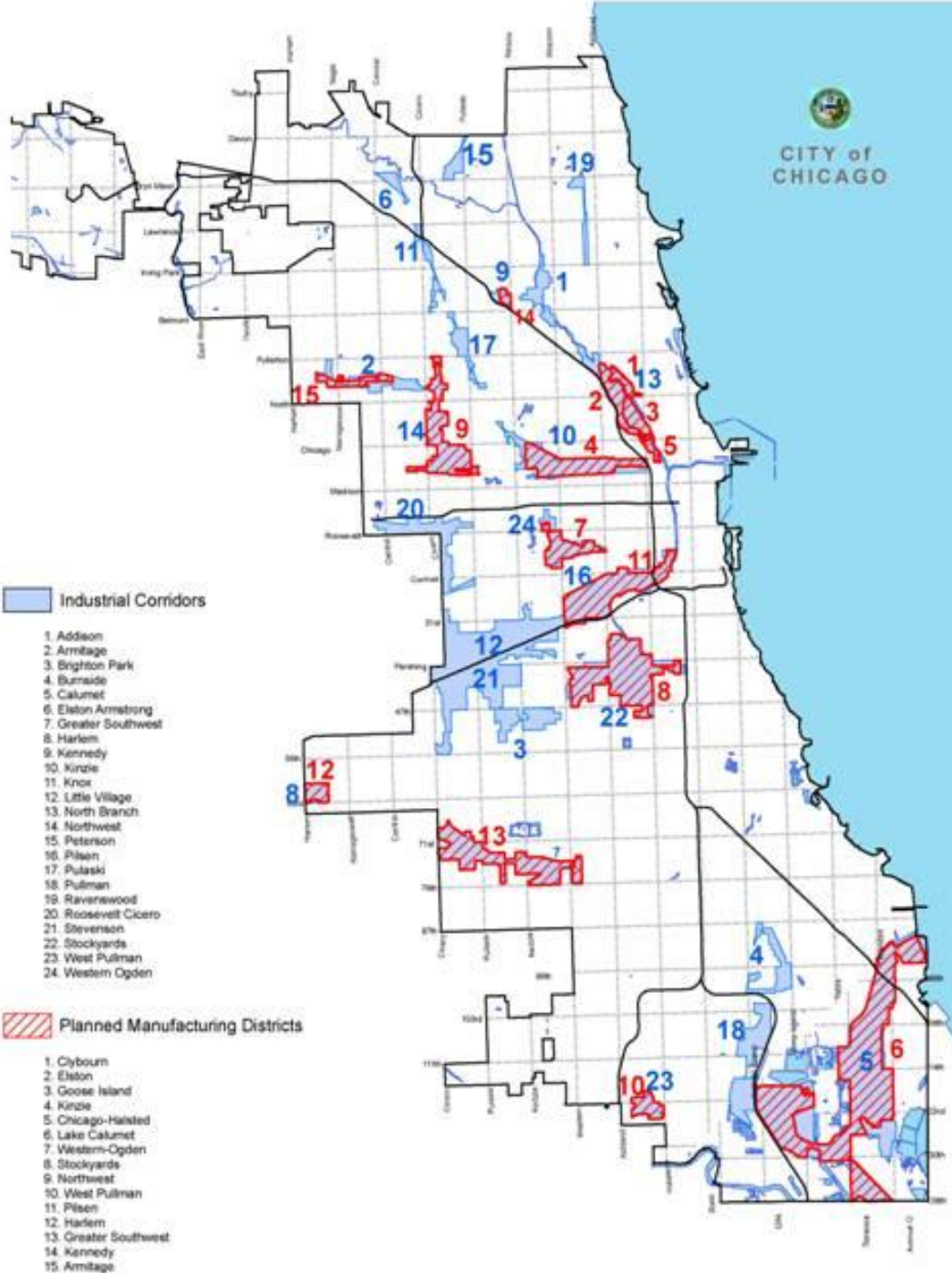


Chicago's 25 years of Industrial policy



■ Cambios de uso de suelo industrial en 15 años





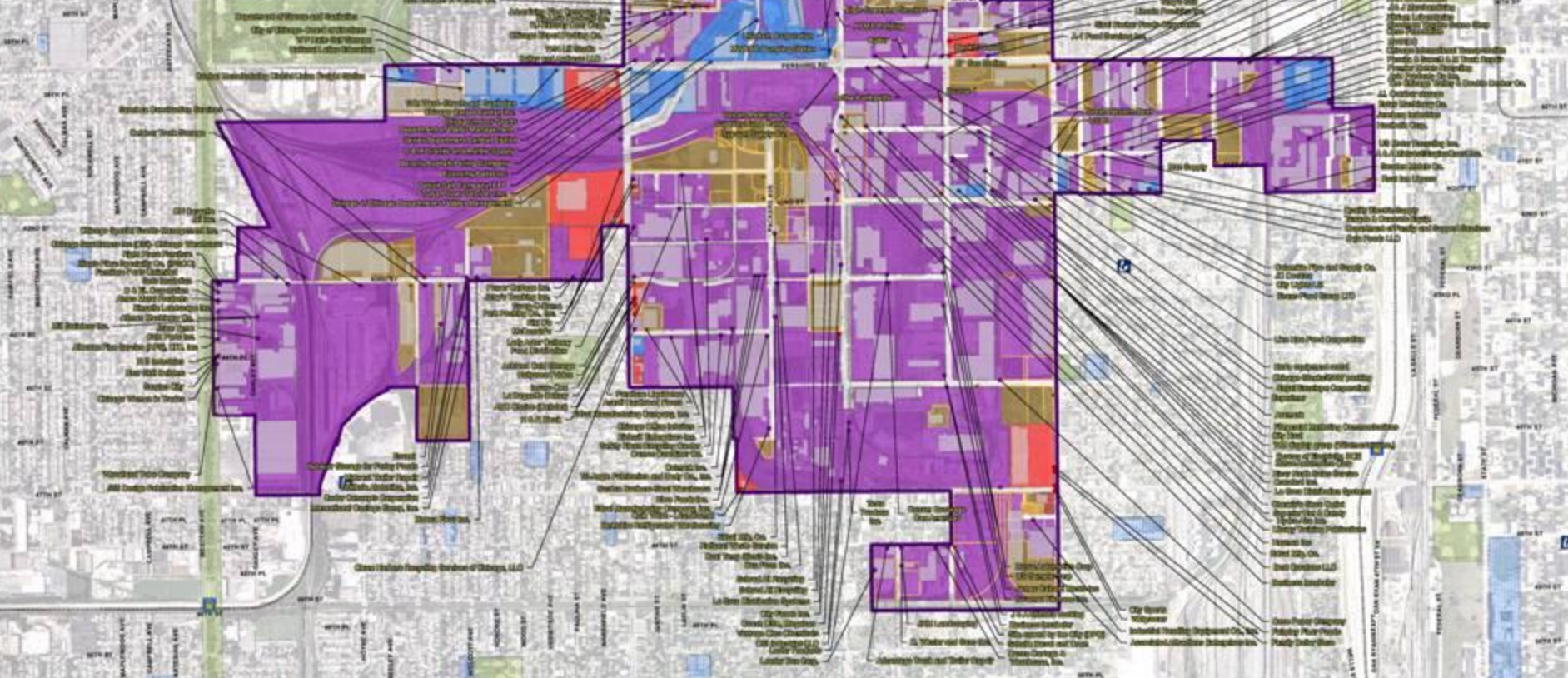
Corredores Industriales y Distritos Planeados para la Manufactura (PMDs)

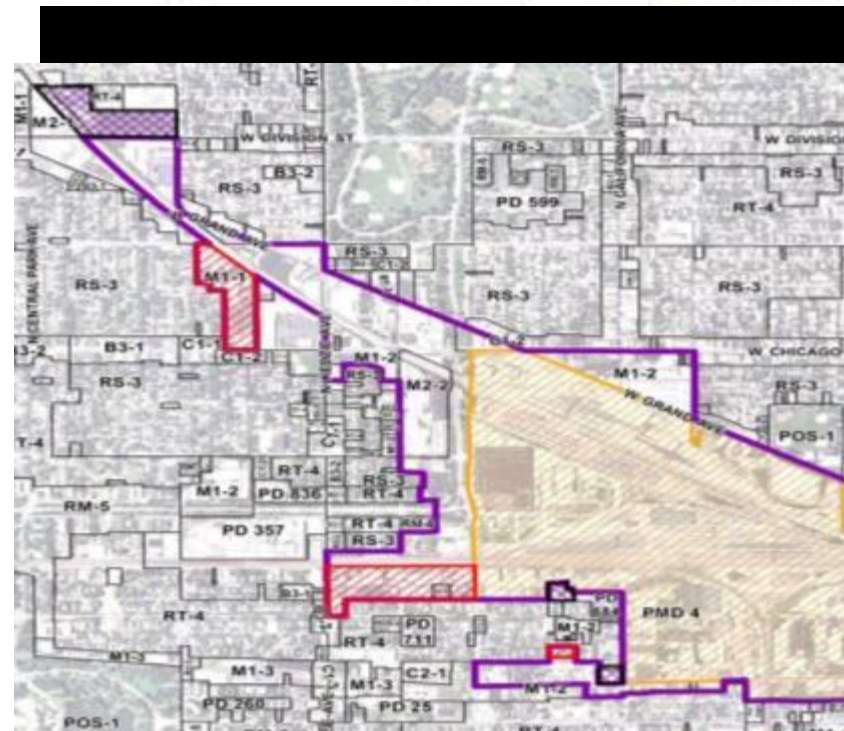
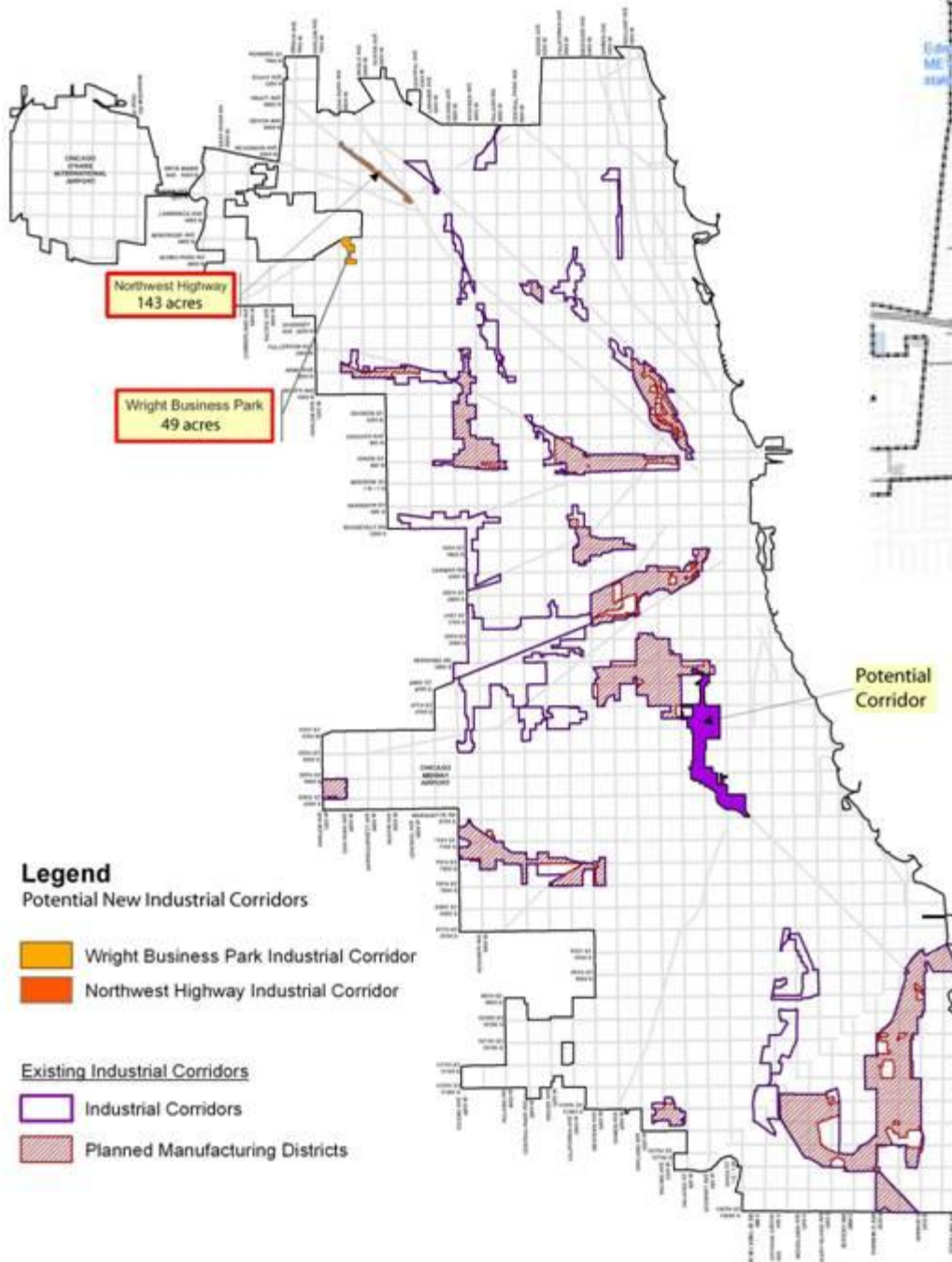


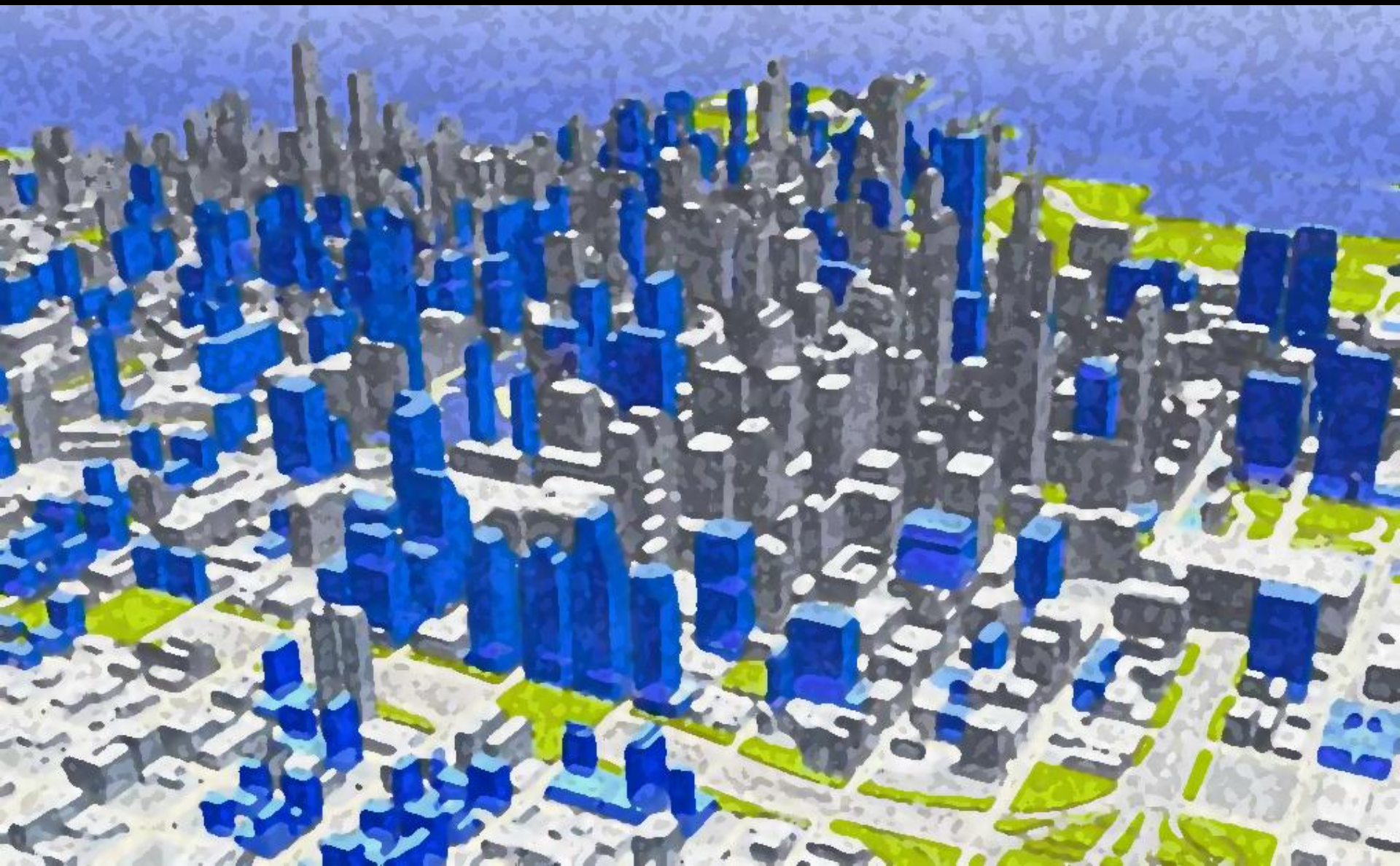
Stockyards Industrial Corridor **Land Use Analysis**

- Legend:**
- Adjacent Industrial Corridors
 - Railroad Tracks
 - CTA Station
 - METRA Station
 - Libraries
 - Schools
 - Parks
- Land Uses:**
- Manufacturing
 - Commercial/Business
 - Residential
 - Mixed-use
 - Open Space
 - Institutional
 - Vacant buildings and/or land
- 0 400 800 Feet

CDP - Policy and Planning Division - LHM November 2010







■ TRANSPORTE Y USO DE SUELO

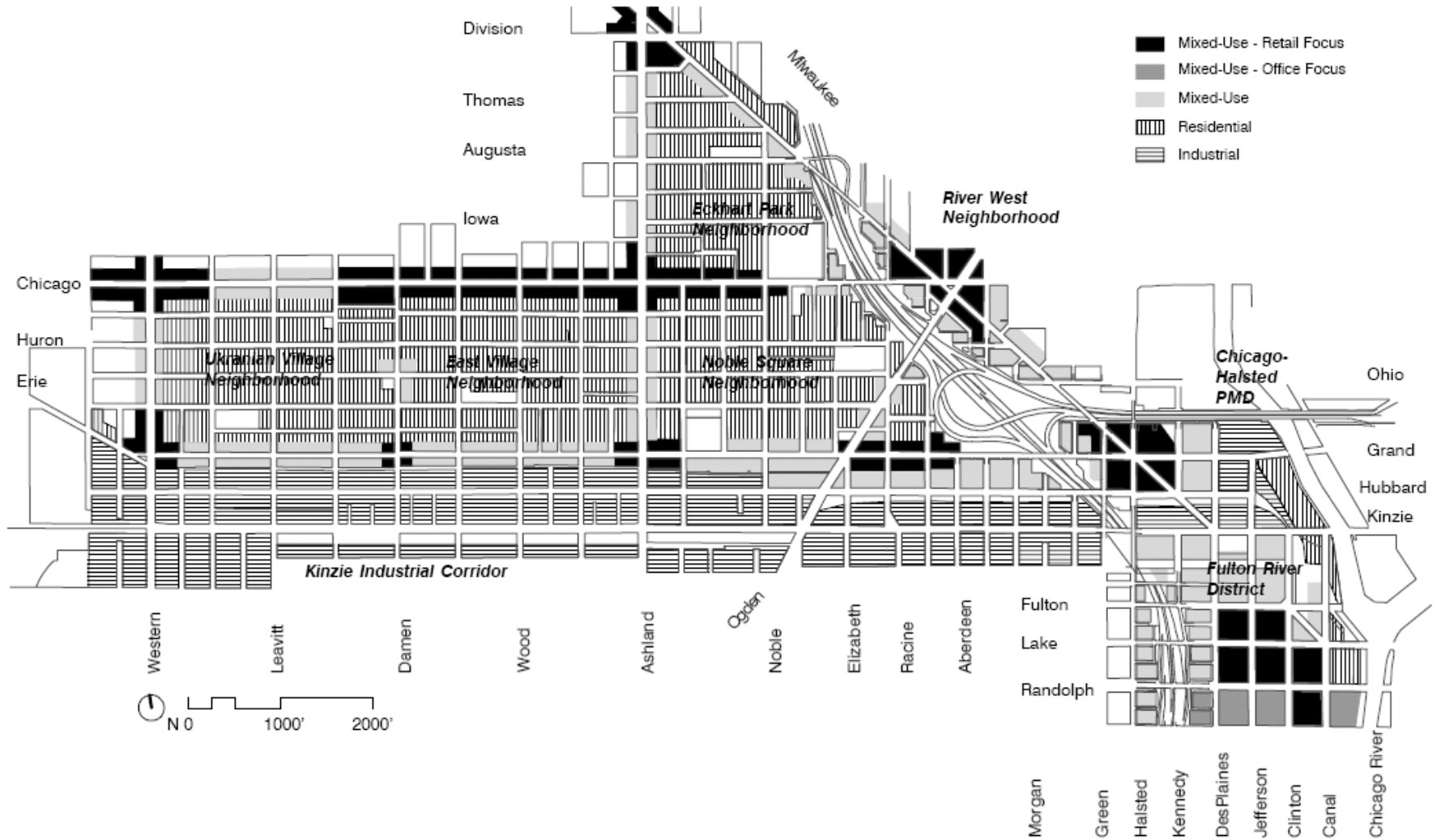


Transporte Orientado al Desarrollo desde 1900

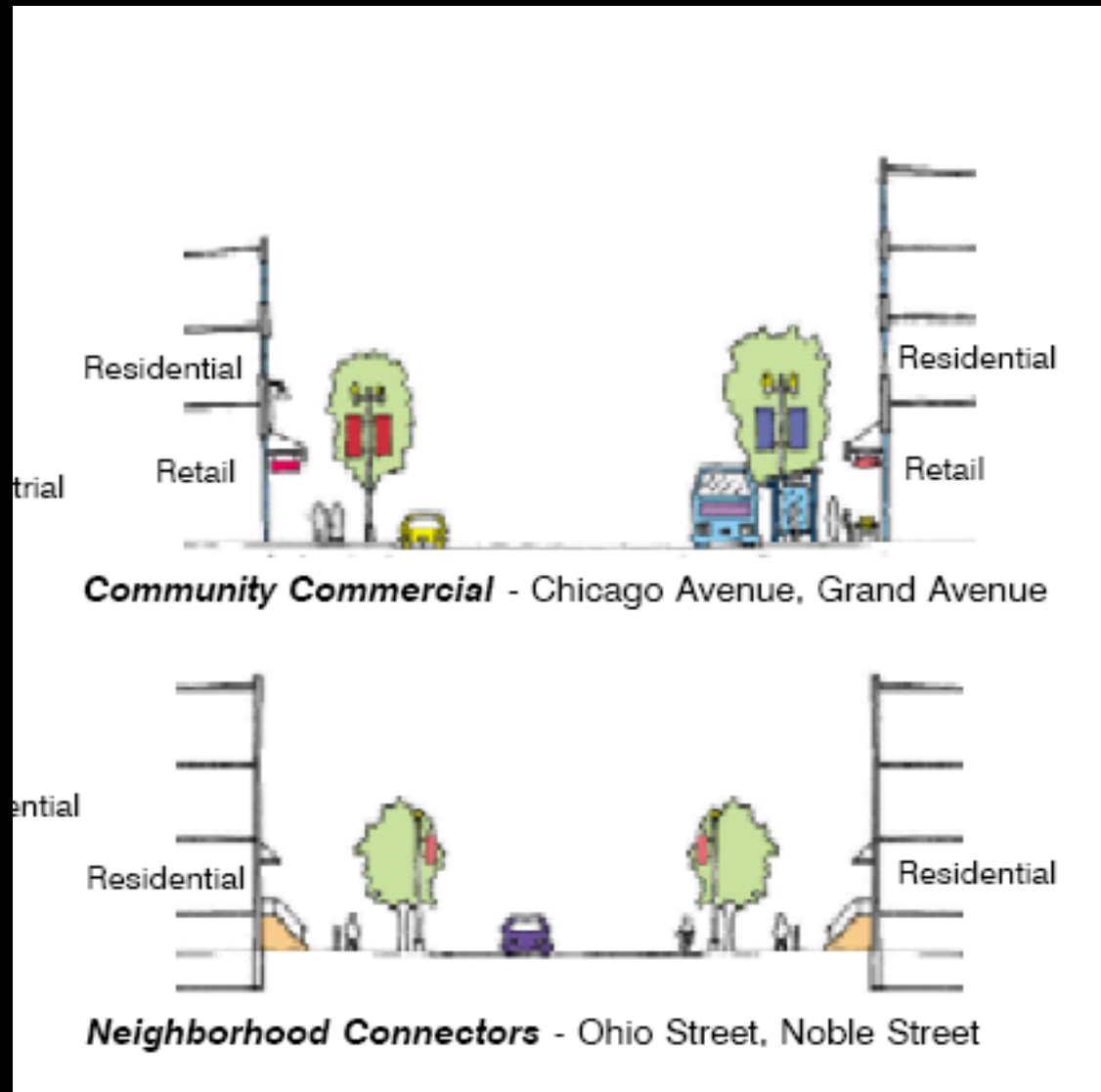




Development in the Neighborhood



Conectores comerciales y de vecindarios



CTA Typology Study

Chicago Transit Authority (CTA)

Promedio anual de
usuarios :

▪Autobus: 25.3

▪Metro/Tren: 12.7




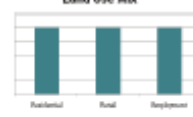
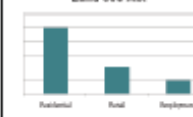
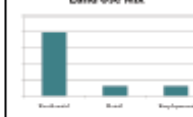
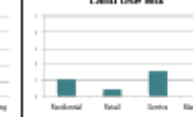
Matriz de relación para el Desarrollo

Station Area TYPOLOGY



Development Guideline Matrix

The development policies have been incorporated into the matrix to reflect how they should be treated in each of the typologies.

						
Downtown Core	Major Activity Center	Local Activity Center	Dense Urban Neighborhood	Urban Neighborhood	Service Employment District	Manufacturing Employment District
DC	MC	LC	DN	UN	SD	MD
<p>Land Use Mix</p> 	<p>Land Use Mix</p> 	<p>Land Use Mix</p> 	<p>Land Use Mix</p> 	<p>Land Use Mix</p> 	<p>Land Use Mix</p> 	<p>Land Use Mix</p> 
High-rise	High-, mid-rise	Various	High-, mid-rise	Mid-, low-rise	Various	
Highly concentrated and integrated retail on lower floors	Integrated retail, some large floor plates	Local serving retail adjacent to station	Concentrated retail adjacent to station			
Service, office, retail		Retail, local service			Service	Manufacturing
Very high	High	Medium	Medium high	Medium	Various	
Focus on vertical and direct access opportunities	Connect to surrounding uses, vertical direct access	Connect to adjacent uses and to surrounding neighborhoods	Connect to neighborhoods		Connect to district and facilitate transfers among modes	
Sidewalk plazas, interior lobby	Urban plazas, courtyards	Plazas, pocket parks	Plazas, parks, landscape opportunities			
Significant retail in station and integrated with adjacent buildings			Small retail shops, kiosks, vending			

● (SD) SERVICE EMPLOYMENT DISTRICT

Description

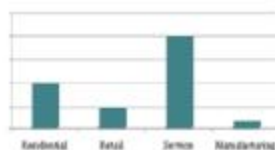
Areas around stations in the Service Employment District are dominated by large employers in multistory office buildings, as well as hospitals and university facilities. Retail and residential uses may be located nearby but activity is driven by service employment.



DEVELOPMENT OPPORTUNITIES

The focus is on retaining and expanding employment opportunities. New development should improve regional mobility by locating workplaces close to the transit station and enhancing pedestrian and bicycle access.

Land Use Mix



● (MD) MANUFACTURING EMPLOYMENT DISTRICT

Description Typology

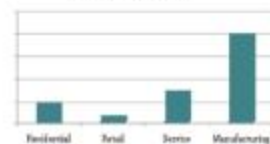
The station areas in this type have a predominance of employment in the construction, manufacturing, and wholesale sectors. It can include high tech manufacturing or R&D. The employment is low density and characterized by large building footprints with relatively few employees per square foot as compared to major service employment districts. Rail stations are used primarily as bus transfer locations. Urban neighborhoods may be located close to these districts.



DEVELOPMENT OPPORTUNITIES

Although these areas may not support the typical TFD densities and intensities, there is residential development potential and selective employment-based projects. Some of these stations are close to large vacant parcels that may be conducive to larger planned developments with a mix of front-office and related manufacturing facilities.

Land Use Mix



● (DC) DOWNTOWN CORE

Description

This typology includes the station areas in the Loop and the other highest density areas of Chicago's central business district. This type encompasses the primary cultural center as well as the highest intensity employment areas of the metropolitan area.

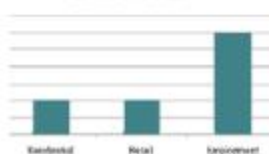


Photo courtesy: Mark Sinina

DEVELOPMENT OPPORTUNITIES

The development opportunities are in-fill projects within the existing zoning that will include increased residential densities to complement the current commercial and cultural uses that already exist. This should include a dense mix of uses, access to transit by direct connections from buildings, ease of transfer among modes, and a continued focus on enhanced placemaking.

Land Use Mix



DOWNTOWN CORE



Photo courtesy: Mark Sinina



Photo courtesy: Mark Sinina



Photo courtesy: Mark Sinina



Photo courtesy: Steven Vance



Photo courtesy: Mark Sinina



Photo courtesy: Mark Sinina



● (MC) MAJOR ACTIVITY CENTER

Description

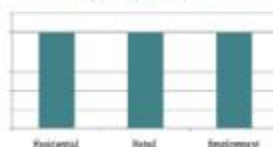
This typology encompasses the station areas serving a relatively wide range of densities, urban forms, and land uses. This type of area is intended to be developed at a significant density that supports and provides services for the region and nearby neighborhoods. These areas are outside Chicago's downtown core and provide high levels of employment, especially in the retail sector, and can include special uses like university campuses and mixed-use centers.



DEVELOPMENT OPPORTUNITIES

The potential development opportunities will incorporate a balance of residential and employment densities with retail or other uses that serve residents and visitors and promote activity. They will preserve or enhance the pedestrian environment, walkability, bicycling, and access to transit. CTA should work with developers and other partners toward enhanced placemaking, especially at stations that remain auto-oriented.

Land Use Mix



MAJOR ACTIVITY CENTER



● (LC) LOCAL ACTIVITY CENTER

Description

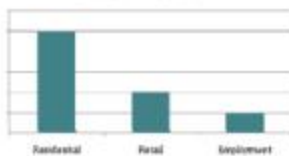
This category includes the station areas that exist in the centers of identifiable neighborhoods. This type is focused on supporting the surrounding area or community. These centers have a mixture of higher intensity land uses and are noticeably denser than the neighborhoods that surround them providing a mix of employment in retail, service, and other sectors. Some of these centers will have civic and community uses, but this is not a defining characteristic of these areas.



DEVELOPMENT OPPORTUNITIES

Opportunities exist in some local centers for infill development with a higher density of residential and employment uses at the core of the local center immediately around the transit station. A focus on neighborhood placemaking and walkability should be maintained.

Land Use Mix



LOCAL ACTIVITY CENTER



● (UN) URBAN NEIGHBORHOOD

Description

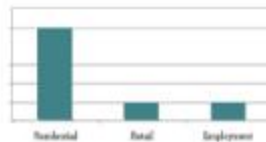
This type includes station areas in well-established, primarily residential neighborhoods where retail development exists primarily to support the immediate area. The urban neighborhoods are often a mix of multifamily buildings immediately around the station and single-family homes on surrounding streets. This type also may include station areas with neighborhoods that have infrastructure such as an expressway, an intermodal, park-and-ride facility, or other features. Nonetheless, these neighborhoods remain meaningful and are identifiable and walkable with good access to transit.



DEVELOPMENT OPPORTUNITIES

Opportunities exist to maintain densities and to provide infill projects that maintain the stability of the neighborhood and encourage transit use. New multifamily buildings and local retail development should be directed immediately adjacent to the station area.

Land Use Mix



URBAN NEIGHBORHOOD





They say money can't buy happiness, but it can buy bikes and beer.

Do we need anything else?



1963

Lakefront Trail officially designated as a bike path

1991

Mayor's Bicycle Advisory Council created

2006

Bike 2015 Plan released

2012

Chicago is ranked as the fifth best United States city for bicycling among cities over 95,000 people

2001

Chicago ranked as the best city for bicycling among cities over 1 million people



1971

First on-street bike lane in Chicago

1992

Bike 2000 Plan released

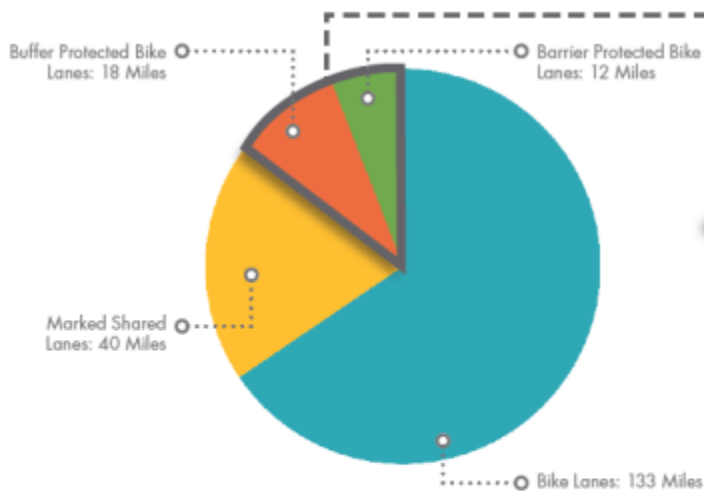
2004

McDonald's Cycle Center opens

2011

First barrier protected bike lane installed on Kinzie Street





BIKEWAYS INSTALLED IN CHICAGO

200+ MILES

of on-street bikeways have been installed on Chicago's streets over the past twenty years.

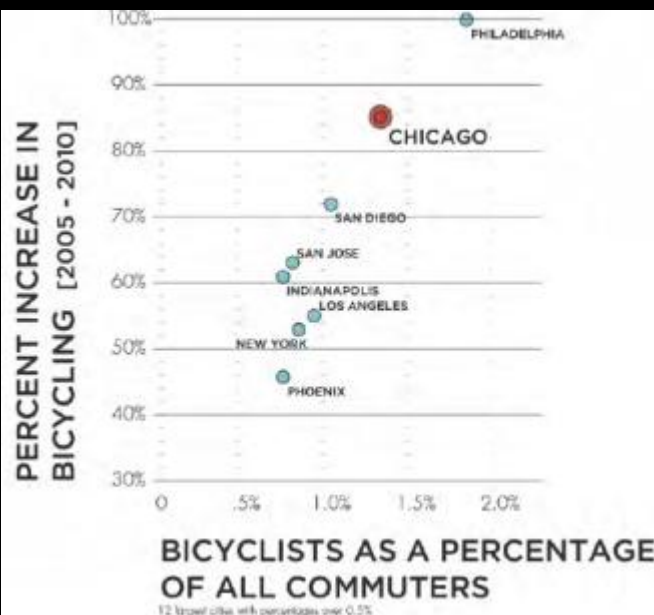
PROTECTED BIKE LANES

In 2011, CDOT initiated the installation of barrier and buffer protected bike lanes in Chicago. By 2015 Chicago will have installed over

100 MILES

of these bike lanes.

NOTE: One mile of bike lane refers to one mile of centerline lane





¡Congestionamiento!





¿Cuántas personas por vehículo?





Personas dentro de un autobus



Project Corridor

Existing Service



Downtown



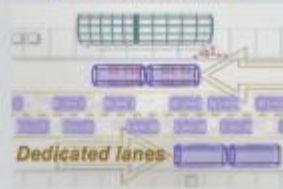
- Route #14 Jeffery Express
 - Madison/Washington to 103rd/Stony Island (16 miles)
 - Nearly half of the route is express, 67th to 11th/Columbus (Lake Shore Drive)
 - 1/4 mile stop spacing
- Route #15 Jeffery Local
 - From Green and Red lines (via 51st) to 103rd/Stony Island
 - ~1/8 mile stop spacing

*Other bus routes share the Lake Shore Drive corridor



Capital Improvements

Dedicated Bus Lanes



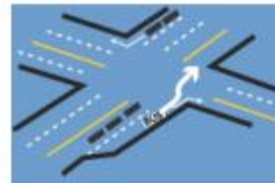
BRT Station Amenities



Showcase Stations

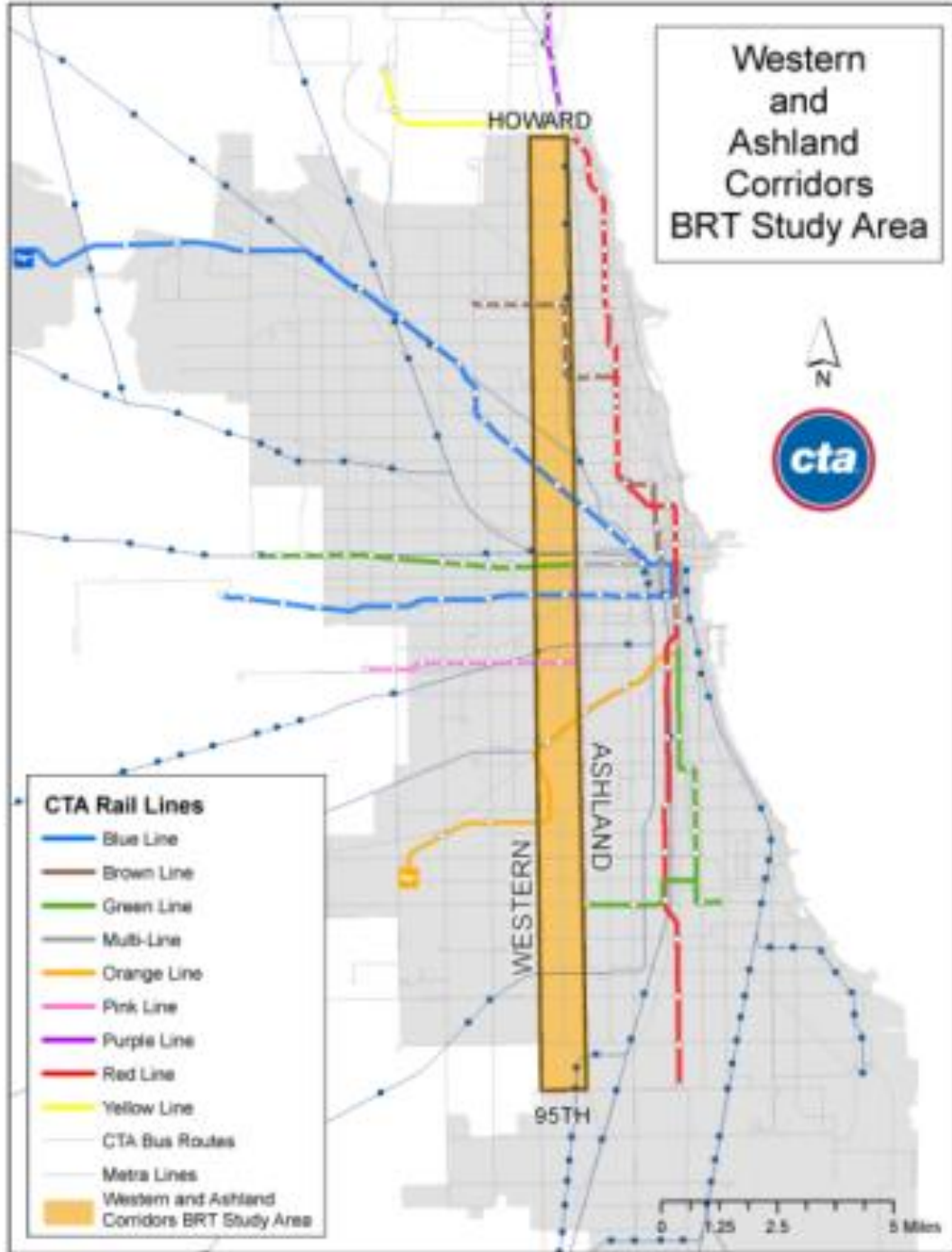


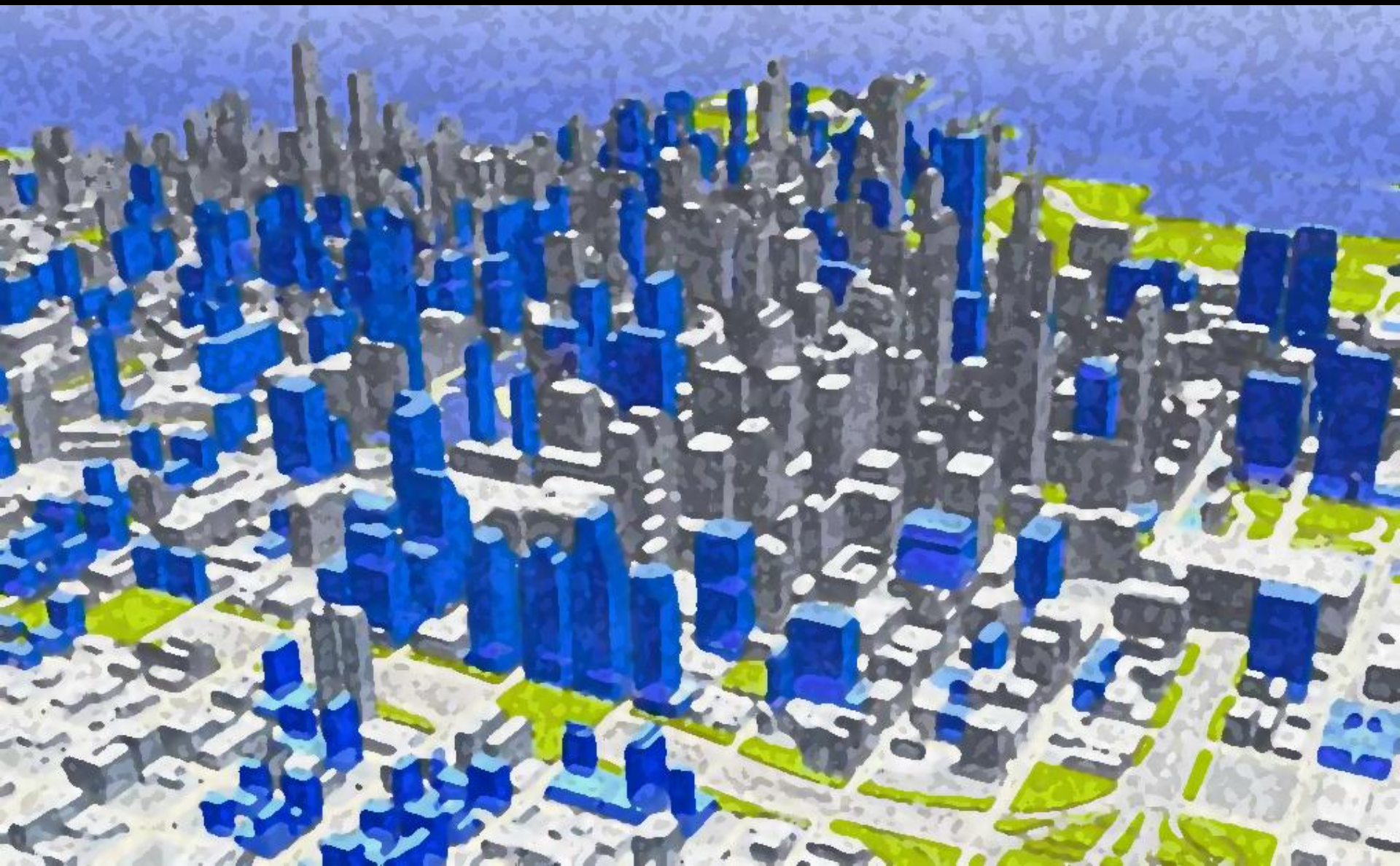
Transit Signal Priority & Queue Jumps



Vehicle Enhancements







■ **DESARROLLO DE ESPACIOS PÚBLICOS**

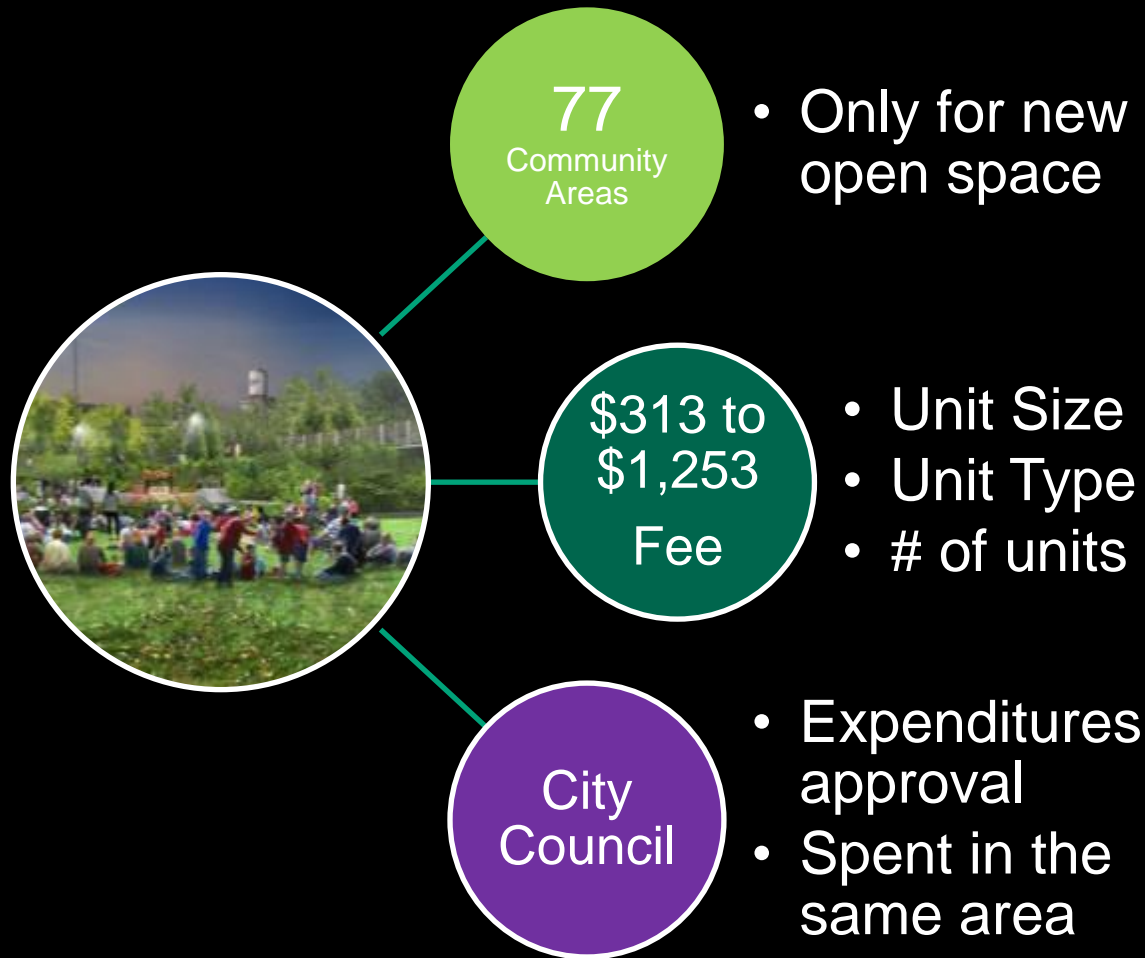


Open Space Overview

- **CPD: 8,100 acres of green space including 580 parks**
- **26 miles of public lakefront**
- **71 state-of-the-art fitness facilities**
- **16 historic lagoons**
- **Over 50 natural areas**



Open Space Impact Fees



■ Chicago's Open Space Impact Fee Program



- West Englewood
Openlands/CPS

■ Acquisition: On School Grounds
Development: \$72,171
OSIF Funds: \$62,171
Typical OSIF Contribution: 10-80%



- Near West Side
NeighborSpace

■ Acquisition: City owned land
Environmental: \$100,000
Development: \$50,000
OSIF Funds: \$39,800
Typical OSIF Contribution: 80%



- Acquisition: \$1,866,000
Development: \$832,000
OSIF Funds: \$341,000
Typical OSIF Contribution: 15%

- Logan Square
Chicago Park District

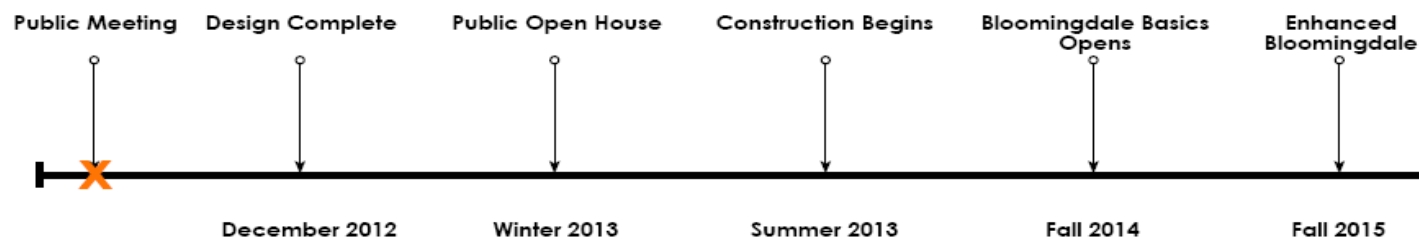
- North Center, Avondale, Irving Park

Chicago Park District

■ Acquisition: \$0
Design: \$1,800,000
Total Project Cost: \$7,100,000
OSIF Funds: \$2,101,553
Typical OSIF Contribution: 10-20%



Bloomingtondale Trail



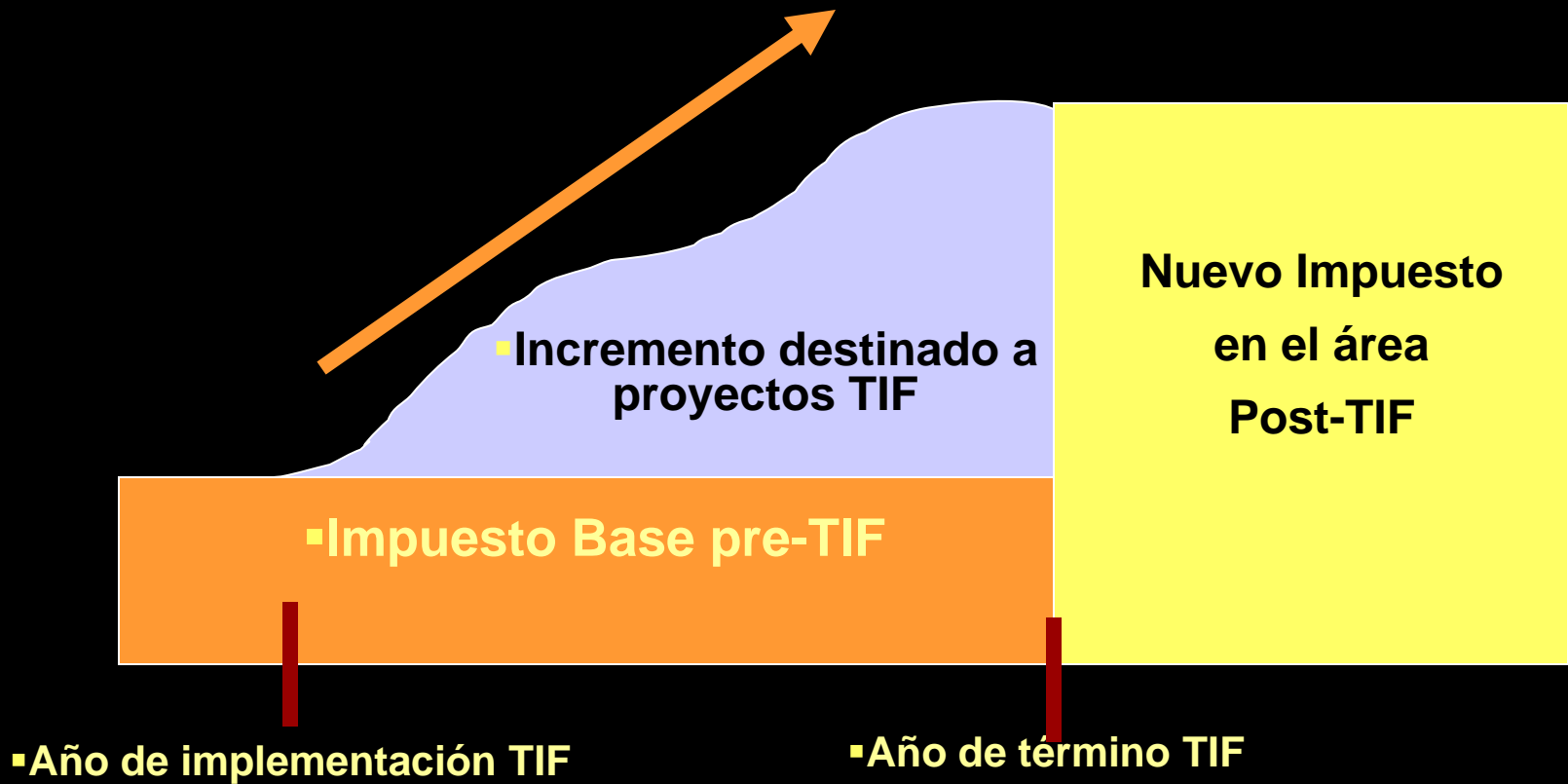




Bloomingtondale Trail



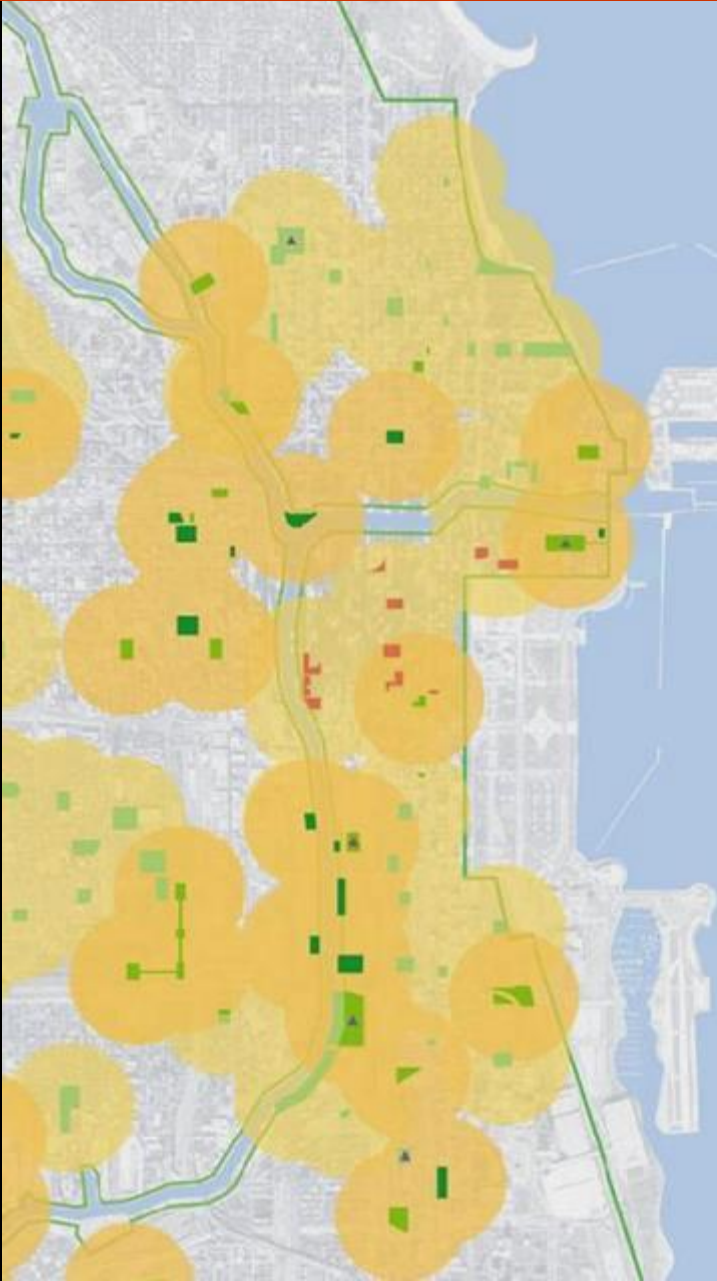
FUNCIONAMIENTO



■ Impuestos de
Propiedades



PLANIFICACIÓN DEL CENTRO





•Millenium Park!!

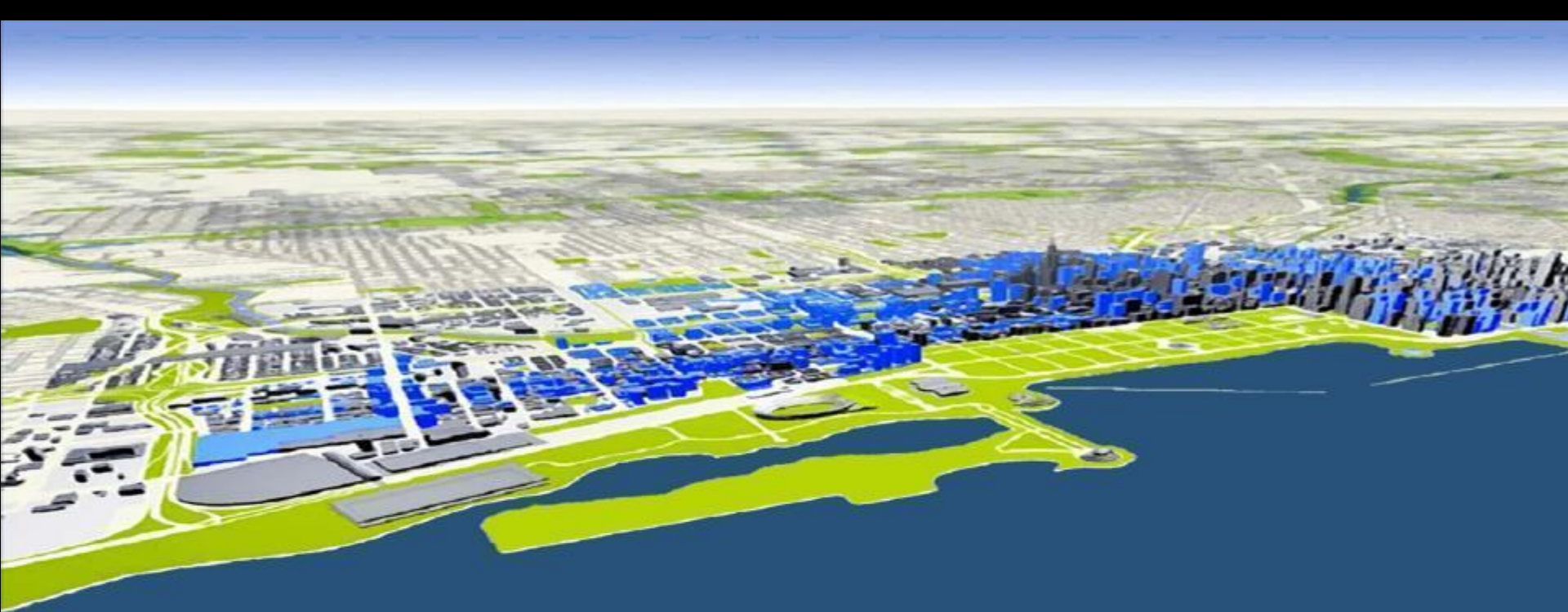








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Retos futuros:

El plan maestro de Michael Reese





Propuesta previa: Olympic Village



▪ **Condiciones Actuales**



Desarrollo del antiguo sitio del hospital Michael Reese





■ La oportunidad Michael Reese Opportunity

- Una ubicación con potencial sin igual entre el Loop la comunidad de Hyde Park
- Estratégicamente ubicado frente al lago
- A 3 millas del Loop



■ Retos económicos

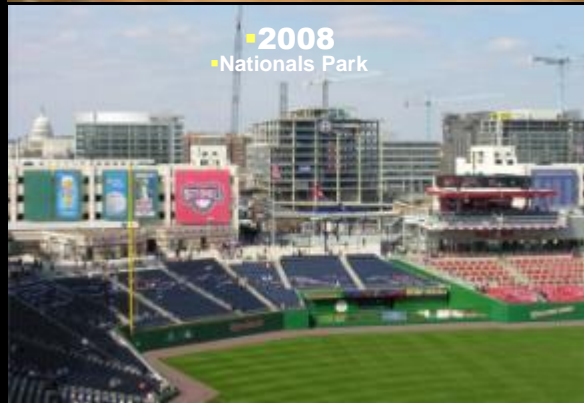
- Condiciones del Mercado son debiles para el desarrollo a corto plazo
- De ser vendida hoy, la propiedad se ofrecería por un 20 a 30% del costo de adquisición de la ciudad \$91 M USD
- Gran cantidad de Infraestructura necesaria



■ **Battery Park City, New York**



■ **Anacostia Waterfront, Washington**



■ **Necesidad de estrategia de administración a largo plazo**

■ **Ejemplos de como el nuevo frente del lago podrá visualizarse en algunos años**



An aerial architectural rendering of a city waterfront development. The image shows a dense urban area with numerous buildings of varying heights, interspersed with green spaces and parks. A large body of water is in the foreground, with a curved shoreline and a small peninsula. A bridge or walkway connects the land to the water. The overall scene is illuminated with warm, golden light, suggesting a sunset or sunrise. The text is overlaid on the lower left portion of the image.

■ Una visión a largo plazo para el desarrollo

- El Portal de entrada para el sur de la ciudad
- La intersección de el South Loop y Bronzeville

■ Definición para el edificio principal



■ **Casino- Centro de
Entretenimiento**



■ **Destino Cultural
Único: La Biblioteca
Presidencial de
Obama**



■ **Conjunto de hoteles y
centro de
convenciones**



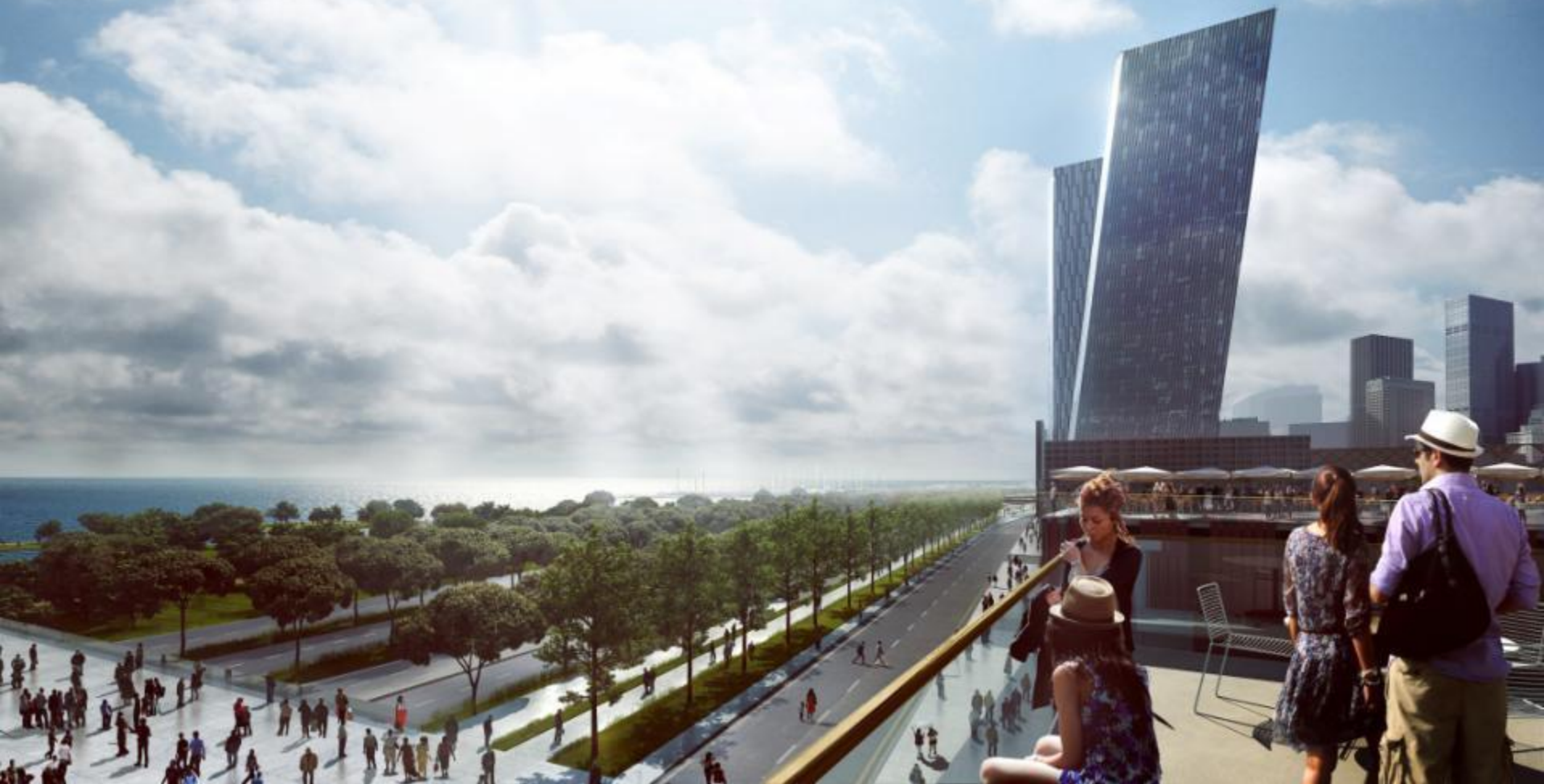
■ **Una visión para la creación de empleos,
con prioridades para el desarrollo
económico en conjunto con los recursos de
la comunidad**



■ **Visión para la calle 29**



Conectar el frente del lago con un nuevo vecindario



- **Visión para el desarrollo sobre Marshalling yards**



■ **Una visión para
desarrollar el nuevo
frente del lago**





¡Ven a Chicago es genial!
¡Gracias!
Luis.Monterrubio@cityofchicago.org

